The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS

大陸報

To-day's paper consists of 36 pages in three sections

No. 1907 VOL. VII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 丁巳年十月十一日 SHANGHAI, SUNDAY, NOVEMBER 25, 1917 大正四年第三種郵便物認可 20 CENTS

AUSTRO-GERMANS' RUSH DEFINITELY HELD, SAYS ROME

Fierce Struggle all Day Is Settled by an Italian Counter-Attack

PLANS ARE UPSET

Attempted Circling Move, After Big Bombardment, Fails to Develop

READY TO RETIRE

Mackensen Formidably Fortifying Tagliamento To Fall Back Upon

(Reuter's Agency War Service)

Rome, November 23.—An official communique reports:

We repulsed with very severe losses a strong attempted encircling attack against Melette, on Asiago Plateau, which was preceded by a big bombardment with tear-shells. We firmly held all our positions and took 200 prisoners.

The enemy renewed their attacks yesterday between the Brenta and the Piave and there was a fierce struggle the whole day long. Several positions were lost and regained. Our last counter-attack definitely stopped the enemy.

London, November 23—A German official communique this afternoon reported: "The fighting between the Brenta and the Piave is progressing in our favor."

Italian aviators report great enemy activity along the Tagliamento. Prisoners declare that the object is to establish a formidable defence line there in case of defeat.

Consider New British Shipyards Not Wanted

Advisory Committee Resigns, Saying Present Yards Lack Labor and Material

(Reuter's Agency War Service)

London, November 22.—The Daily Telegraph states that the Advisory Shipbuilding Committee, which the Shipping Controller appointed to advise him regarding the accleration of shipbuilding, has resigned as a protest against the present policy of making up losses and particularly the creation of three new national shipyards, which the Committee regard as unsuitable while existing shipyards are deprived of labor and material.

DON'T DRINK BEER IF YOU CAN AFFORD WINE

Says British Food Controller Cheaper Beverage Wanted For Working Classes

(Reuter's Agency War Service)

London, November 23.—The Food Controller, Lord Rhondda, announcing the release of the same quantity of wine from bond as in 1916, hopes that all able to afford wine will refrain from drinking beer, the production of which is strictly limited with a view to conserving supplies of grain and sugar, since the Cabinet is anxious to check the increased demand for spirits and to bring a larger proportion of beer within the reach of the working classes.

Fraternisation Isn't Bait To Rumanians

When Attempted, Is Answered With Hot Rifle-Fire, Driving Enemy Back

(Reuter's Agency War Service)

London, November 23.—A Rumanian official communique dated the 21st states:

"Attempted fraternisation by the enemy was repulsed by rifle-fire."

Haig Secures More Ground Round Ypres While Troops Consolidating Their Gains

Evacuates Fontaine-Notre-Dame Before Counter-Attack; An 'Abortive Offensive,' Says German Paper!

(Reuter's Agency War Service)

London, Nov. 23.—Field Marshal Sir Douglas Haig reported yesterday evening:—The day has been spent on the southern battlefront consolidating the large area over which we have advanced during the last two days. This was successfully carried out except at Fontaine-Notre-Dame, which the enemy have retaken by a counter-attack. Much credit is due to the transportation services for the rapidity of our concentration in the recent operations. Roads, railways, broad guage and light, were developed and, since our advance, have been extended in a manner which has contributed largely to the success of our preparations for subsequent operations.

Intense Artillery Work

The artillery work on the northern battlefront was intense in the neighborhood of Passchendaele but there was no infantry action on either side.

Further details show that Tuesday's attack on infantry and transports by our low-flying pilots, including the pilots of the Australian squadrons, was most successful.

The weather on Wednesday was even more unsuitable for flying than Tuesday, but successful reconnaissances of the enemy's lines of communication were carried out and every endeavor was made to keep in touch with our infantry."

Sir Douglas Haig reported this afternoon:

We slightly advanced our line south-eastward of Ypres and repulsed attempted raids north-westward of Pontruet, north-westward of St. Quentin and southward of Neuve Chapelle.

The position is unchanged south-westward of Cambrai.

Good Work Behind Lines

Reuter's correspondent at British Headquarters, wiring yesterday, reported:

During the last twenty-four hours the chief activity has been behind the lines, where heroic work is being done by our transport and engineers and artillery. The engineers are catching up with rapidity our rush into enemy territory.

We fell back at Fontaine because the occupation of that point, which is completely dominated from the Heights of Bourlon to the west, on one side, and exposed to the enemy's fire from across the Canal, on the other side, made a salient which could not be held until there has been a general advance on either side. The enemy strongly attacked the village yesterday afternoon and, threatened by an enfilade fire from both sides, we fell back to conform to the general line.

More British Gains

Left of here we pushed on into the hamlet of Anneux-Chapelle, north of Anneux on the Cambrai Road and due south of the middle of Bourlon Wood.

Farther to the left we pushed into the southern portion of Moeuvres and, again to the left, after sharp fighting this morning we forced our way into Dadpole Wood, 1,500 yards south of Inchy.

A formal line has been established through these points and striking the Canal de l'Escaut north of Noyelles and this is being held while guns and supplies are being brought up.

No material change has occurred on our extreme right in the region of Crevecoeur.

The weather is still bad but we are now getting a glimpse of the sun between the showers.

The German battle-planes, which are now for the first time appearing in the battle-area, are attempting to fly low over our lines but are being driven off by our machines, which still hold practically complete supremacy here.

German Communique

A German official communique wirelessed this afternoon reported:

"Yesterday the enemy repeatedly and fruitlessly attacked Moeuvres. We retrieved their slight initial successes.

"There was desperate hand-to-hand fighting around Fontaine. We threw back the enemy, stormed Fontaine and cleared La Folie Wood.

"British attacks against Rumilly, Banteux and Vendhuille collapsed.

"Fresh fighting has been in progress since early this morning in the southern edge of Moeuvres."

The Record Surprise

New York, November 22.—The American newspapers are delighted at Sir Douglas Haig's victory which they say is the most successful surprise on record. They declare that the Germans must now be convinced that they have something to learn about war from the British.

'Abortive Offensive!'

Amsterdam, November 22.—The German newspaper Lokal Anzeiger says that 150 to 200 tanks were employed in the British attack near Cambrai. It declares that this abortive offensive will not divert German attention from Flanders where the British are certain to renew their efforts to get rid of the dangerous submarine bases.

On French Front

Paris, November 23.—The official communique issued this evening reports: There has been an artillery duel of somewhat marked intensity in the region north of Chemin-des-Dames, between the Aisne and Lamlette and in the Champagne.

On the right of the Meuse there has been a violent artillery action in the sector north of Chambrettes.

The official communique this afternoon reports:

In the region of Cerny and Juvincourt our fire stopped an enemy attack on the left of the positions we won on the 21st.

Vatican Is Accused Of Austrian Leaning

London Paper Charges Secret League; Calls St. Peter's Center Of Disaffection

(Reuter's Agency War Service)

London, Nov. 23.—The Morning Post accuses the Vatican of being a center of disaffection and in secret league with Austria and says that the time has come when the Allies must consider their position to the Vatican.

U.S. SILVER DEAL

(Reuter's Agency War Service)

London, November 22.—In the House of Commons, today, Mr. Stanley Baldwin, a Junior Lord of the Treasury, stated that discussions are in progress with the United States Government with the object of the acquisition by them of the silver produced in the United States, of which a portion would be placed at the disposal of the Indian Government, largely to pay for Indian produce required in America.

Wider U-Boat Range Encourages Germany

'Answer to Ll. George's Foolhardy Utterance he Does Not Fear Submarines'

(Reuter's Agency War Service)

Amsterdam, November 22.—The German newspapers anticipate great results from the extension of the submarine zone, which they describe as the answer to the "foolhardy utterance of Lloyd George that he is no longer afraid of the submarine menace."

The Dutch press fears that the extension of the war-zone will entirely isolate Holland on the west and ruin her fisheries.

London, November 22.—A high naval authority has informed a representative of Reuter's Agency that the renewed activitity of U-boats was fully expected. The fact that only one ship over 1,600 tons was lost the previous week was largely due to fortuitous circumstances and there is no reason at present to assume that there will be any decrease in the activity of submarines.

'Cold Steel' ◎ New York Lads Training With Bayonet

Realistic bayonet drills are a daily feature of the training course of the Twenty-Second Engineers, U. S. A. —formerly of the New York National Guard—at Spartanburg, S. C. The picture shows Captain Haynes—in the foreground—teaching a squad of his men just how to use their bayonets on Boches. Note the determined expressions on the faces of the men.

NEW MYSTERIOUS CRISIS IS THREATENING SPAIN

Expect Serious Developments From Demand for Amnesty Of Political Convicts

(Reuter's Agency War Service)

London, November 23.—Another mysterious crisis appears to be impending in Spain. Spanish newspapers hint that serious developments may be expected. A demonstration has been planned for the 25th to demand an amnesty for political prisoners. It is stated that the Government will anticipate this by a decree granting an amnesty.

Britain Is At Work To Counter Boloism

Bonar Law Assures all Possible Also being Done To Show Italy Truth

(Reuter's Agency War Service)

London, November 22.—In the House of Commons, today, Lieut-Colonel Faber, M.P., asked: "In view of the effects of Boloism in Russia and Italy and the steps being taken in France and America to deal with it, is the Government taking all possible steps in the same direction?"

Mr. De F. Pennefather, Union'st M.P. for Kirkdale, asked: "Have steps been taken to counteract the anti-British propaganda of Germany in Italy and to bring home to the masses in Italy the truth regarding any matters represented?"

Mr. A. Bonar Law replied: "The answer to both questions is in the affirmative."

BYNG IS PROMOTED

(Reuter's Agency War Service)

London, November 23.—Official: Lieut.-General Sir Julian Byng is promoted General.

The bells of St. Paul's were rung at noon today in honor of the victory at Cambrai. Many hundreds of people gathered outside the Cathedral, sang the National Anthem and cheered.

Simbas and Newala Captured by British

(Reuter's Agency War Service)

London, November 23.—An official despatch from East Africa reports: We have entered Simbas, in Kitangari Valley, and also Newala.

A small force gallantly engaged a superior enemy south-westward of Liwale.

In these operations we took 183 Germans and 192 askaris prisoners.

U-S. Gives Contracts For 4,000,000 Tons

(Reuter's Agency War Service)

Washington, November 22.—The Shipping Board announces that contracts have been awarded for tonnage exceeding a total of 4,000,000, comprising 345 steel, 58 composite and 375 wooden vessels.

Example of Britain Is of Lasting Value Says Colonel House

U.S. Delegate Impressed By Wonderful Proof of Efficiency and Democracy

(Reuter's Agency War Service)

London, Nov. 22.—On the occasion of the conclusion of the visit of the American mission to London, Colonel House, interviewed by Reuter's representative, said that he had been impressed by the wonderful machinery created in the heart of the Empire to control the British share in the war, remarking: "You have given the world an example of efficiency and democracy of lasting value."

Paris, Nov. 22.—Colonel House and the American Mission have arrived.

U.S. FREES SUSPECTED INDIAN RISING AGENTS

May Turn Witnesses Against 37 Others Held In San Francisco For Trial

(Reuter's Agency War Service)

San Francisco, November 22.—37 persons who are alleged to have conspired with the object of fomenting rebellion in India are being tried here. Five other accused, namely Ernest Sikunna, Captain Russ, who is now in the United States Army, Holot Leonhausea, a Buddhist priest, a woman named Marie and Surandar Mathkar, have been released at the request of the Government Counsel, who stated that the investigation had shown that it would be unjust and improper to try them. He also indicated that they might be called as witnesses by the Government.

ELECTORAL REFORM

(Reuter's Agency War Service)

London, November 22.—In the House of Commons, today, the Electoral Reform Bill clause for proportional representation was rejected by 202 votes to 126 and the principle of an alternative vote in three-cornered contests in constituencies returning a single member to Parliament adopted by 150 votes to 121.

In consequence of views expressed in the course of yesterday's debate in the House of Commons regarding conscientious objectors, the decision reached will probably be amended so as to be made to apply only to those declining to engage in any sort of waf service.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Y'shiro M. Nov. 26
Per N.Y.K. s.s. Kumano M. Nov. 29
Per N.Y.K. s.s. Chikugo M. Dec. 1
Per N.Y.K. s.s. Yawata M. Dec. 4
Per N.Y.K. s.s. Hakuai M. Dec. 8
For U.S., Canada and Europe:—
Per T.K.K. s.s. Shinyo M. Nov. 26
For Europe:—
Per N.Y.K. s.s. Yhama M. Nov. 25

GETTING TEUTONS READY FOR JERUSALEM'S FALL

Paper Says Retreat is Mainly Due To British Fleet's Long-Range Guns

(Reuter's Agency War Service)

Amsterdam, November 22.—The Norddeutsche Allgemeine Zeitung forecasts the abandonment of Jerusalem. It says that the loss of this historic city will be painful but from a military point of view it will be unimportant.

The Berliner Tageblatt attributes the Turkish retreat from Jerusalem mainly to the British Fleet, whose vessels were using guns with a range of 25 miles.

Aden, November 24.—It is officially announced: We have captured the Turkish post of Jabir, fifteen miles northward of Aden. Losses were inflicted on the enemy and the defences destroyed.

Something to Learn From Great Britain, Moraht's Admission

Attributes Country's Perseverance to Freedom of Press To Comment

(Reuter's Agency War Service)

Amsterdam, November 22.—The German military critic, Major Moraht, in an article admonishes "a certain impatience and anxiety exhibited in Germany" with regard to further progress on the Italian front.

He attributes the perseverance of the British to the freedom of the British press to comment and the unrestricted treatment of strategic questions by Home authorities, which strengthens the trust in British leadership and policy at Home and in the Dominions and remarks: "I think we might learn from this."

He regards the fall of Jerusalem as within the bounds of possibility.

CONQUERORS' RETURN

(Reuter's Agency War Service)

London, Nobember 22.—A Reuter correspondent, describing the return of the British naval forces from the fight in Heligoland Bight, says that they came into port while the Fleet was coaling and were received with tremendous cheers from the coal-black crews.

It was a most impressive scene as the grim, battle-scarred, victorious force came in with the flag-ship leading, accompanied by destroyers, battle-cruisers and others bearing marks of burnt paint from shell-fire with the muzzles of their guns uncovered and burned a yellow-brown, telling of the fight. One had its mast heeling over and a slight drag in the water suggesting a limp.

ELECT IRISH UNIONIST

(Reuter's Agency War Service)

London, November 22.—Mr. Allen, a Unionist, has been returned unopposed for North Armagh.

GERMANS OPENLY WORK FOR PEACE AMONG RUSSIANS

Will 'Benevolently Examine' Suggested Armistice, Considering Military Gains

DEPOSE DUKHONIN

Refuses to Make Offer Of Truce, So Is Superseded By Krylenko

'NO RECOGNITION'

Cecil Pledges Britain To Ignore Extremists; Still Trusts In People

(Reuter's Agency War Service)

Washington, November 22.—The American Ambassador at Petrograd reports that German propagandists are carrying on their peace activities almost openly.

Amsterdam, November 22.—The German papers unanimously declare that the Russian offer of an armistice will be benevolently examined but purely with regard to Germany's military position.

Turn Dukhonin Out

London, November 22.—A wireless Russian official message says: The Council of the People's Commissaries, in the name of the Government of the Russian Republic, has deposed General Dukhonin owing to his refusal to offer an armistice and has appointed General Krylenko as Commander-in-Chief.

It urges soldiers to arrest counter-revolutionary generals and to prevent lynch-law, which is unworthy of the Revolutionary army and it invites the regiments at the front to elect plenipotentiaries immediately to begin peace pourparlers with the enemy.

An official decree signed by Lenin states that it has been decided to reduce the armies by releasing immediately the citizen-soldiers conscripted in 1899.

"Instructions concerning other Classes will be issued later."

Britain Won't Recognise

Lord Robert Cecil, interviewed by Reuter's Agency, said that he did not believe the action of the Russian Extremists represented the views of the people. It was a direct breach of the agreement signed in September, 1914, and meant that one Ally has broken with the rest of the co-belligerents in the middle of the war in the teeth of an express engagement to the contrary. If the Russian nation approved and adopted such action it would put them outside the pale of the Councils of Europe. "I do not believe the people will confirm the action or approve the proclamation which is inciting the soldiers to arrest their generals and to open peace negotiations across the trenches.

"While it is impossible to avoid certain dealings, for instance in the arrest of British subjects, there will not be any question of diplomatic recognition or dealings with the Petrograd Extremists and there is no intention of recognising such a Government."

Peasants Fear Maximalists

Petrograd, November 22.—Krylenko, the new Generalissimo, is a subaltern.

The Peasants Congress is transferring to Mohileff, from Petrograd, fearing Maximalist intervention.

The Army Committees at the front are taking the initiative in the formation of a new Government representative of all Socialists.

Trotzky, the Maximalist Minister of Foreign Affairs, announces his intention of publishing all the Russian secret diplomatic correspondence which is in his possession.

Viscount Northcliffe And Earl Reading

(Reuter's Agency War Service)

London, November 23.—The Press Bureau announces: His Majesty the King has been pleased to confer an earldom on Rufus Isaacs, Viscount Reading, and a viscountcy on Alfred Charles Harmsworth, Baron Northcliffe.

Facts Leading to Tuan's Resignation as Premier

From Our Own Correspondent

Peking, November 21.—Today General Tuan Chi-jui resigned the post of Prime Minister, and all his Cabinet colleagues immediately afterwards also resigned their portfolios. All the resignations have been accepted, but the President is said to have urged Mr. Liang Chi-chiao, Minister of Finance, to remain in office, though going on sick leave for a month. There can be little question that for the time being General Tuan Chi-jui is counted out. There may be another round between him and the President later, but the future lies in the lap of the gods, and prophecy is not a very highly esteemed profession. General Wang Shih-chen succeeds General Tuan.

It is easy to state the outward facts that have preceded the departure of the Tuan Cabinet. On Friday last the Yangtsze Tuchuns telegraphed to the President virtually calling in question the wisdom of the Prime Minister's policy of using force against the south. Though this criticism was very mildly expressed its intention was obvious. As I have already pointed out their message was addressed to the President and need not have been submitted to the Cabinet Office at all had the President not wished to bring its contents before the Prime Minister. The presumption is that the President in some measure approved of the implied criticism.

This telegram did much to perturb the Prime Minister, but it is possible that he would simply have shrugged his shoulders had not another telegram come from the Commander of the military forces in Hunan strongly urging compromise with the south. This from the direct subordinate of the Prime Minister was really the crux of the situation that led General Tuan to resign last Friday. He and his colleagues were persuaded to resume office on Saturday. Scarcely had they done so than a second telegram from the Yangtsze tuchuns—with whom General Tsao Kun, tuchun of Chihli, is said to have associated himself, though it has been declared that the addition of his signature was made without his knowledge—was received, again advocating compromise with the south, and urging the immediate cessation of hostilities.

The receipt of this telegram synchronised with the receipt of the news of the occupation of Changsha by the south. It was quite clear that Changsha had been deliberately sacrificed in order to bring the Prime Minister to the point of view held by the signatories of the telegrams. General Tuan, evidently anxious not to burn all his boats behind him, resigned his office of Minister of War, but retained that of Prime Minister. It was generally felt, however, that even the office of Prime Minister would not be his for long, and the end of his renewed term came today.

Easy as it is to recite the events that have preceded General Tuan's retirement, it is not so easy to set forth its causes. The events precedent are merely symptomatic. The fundamental reason why General Tuan has been obliged to resign is that his policy has not the support even of the military party, which was supposedly thoroughly loyal to him. General Tuan has all along favored a "strong" policy towards the south. He has always professed readiness to compromise, but the terms of compromise have not been such as the south could accept. It has been more or less an open secret that the President did not entirely approve of General Tuan's policy, believing that there was room for a genuine compromise. The reports that he has received from his own representatives in the south have confirmed him in this belief, and hence his frankness in submitting to the Cabinet Office the telegrams received from the tuchuns a few days ago.

That is not all. There is not simply the question of difference of opinion between the President and the Prime Minister. Unfortunately the Prime Minister does not trouble about details. These he leaves to his colleagues and subordinates. Hence it has come about that Mr. Tsao Ju-lin, the Minister of Communications, has been able to carry on negotiations with certain Japanese for what is commonly known as the Arms Loan, for the virtual control of the Nanking iron mines, and for various other projects the net result of which would have been to give Japanese interests a strongly entrenched position in China. Whether the projects, if consummated, would ultimately be for the good of China or not is one question; whether they are or are not popular with the majority of those Chinese who know anything about them, is another. There cannot be the slightest doubt that these proposed deals were highly unpopular, and this fact has gone far to discredit General Tuan.

It is possible that had the military party remained united General Tuan and his cabinet might have defied the south, and had action been taken in time the southern movement might have been forcibly suppressed. But the military party did not remain united. It seems to have been very largely the idea of those who mediated, or tried to mediate, between the President and the Prime Minister that the object of their mediation was to preserve the unity of the military party. It is pathetic to find the journalistic organs of the military party emphasising the fact that at the conference at the Presidential Palace on Saturday Mr. Hsu Shih-chang urged a reconciliation between the President and the Prime Minister on the ground that it was "necessary to preserve the Peiyang party." One would have thought that the object to be attained was to preserve the unity of China; but apparently that is a matter of secondary importance.

One of the theories put forward to account for the present crisis is that it is a sort of preliminary round of the coming struggle for the Presidency. As yet nothing has appeared that would support this view. Nobody knows at present how, by whom or when the next President is to be elected, or even whether there is to be a next President at all. And in any se, has not General Tuan declared that he will not be a candidate?

What is going to happen next, nobody knows. General Tuan must either retire for the present or he must fight. Two or three redoubtable warriors have offered him their personal services, several divisions of troops, etc., etc.; but it is hardly likely that General Tuan will call for such extreme sacrifices.

It is probable that here, for the moment, General Tuan will let the matter rest; and the wise will follow his example.

Another Tuchuns' Conference To Be Called In Tien'sin?

A military conference will be held in Tientsin by former Premier Tuan Chi-jui, ex-Vice-Minister of War Hsu Shu-cheng, Tuchun Fu Liang-tso, General Chang Hui-chi and Tuchun Ni Shih-chung, according to Chinese reports. Hsu, Fu and Chang are already in Tientsin. Chihli and Fengtien will send representatives, General Tuan has ordered the Ministry of Communications to prepare a special train to convey himself and his family to the latter city. He says that he intends to take a trip to Japan after having his family properly housed.

Minister of Foreign Affairs Wang Tah-hsieh promised to be custodian of the Premier's seal for a week only, say Chinese reports. The Mandate ordering General Wang Shih-chen to organise a new Cabinet is expected to be promulgated any moment. Wang attended the War Office yesterday following the rejection of his resignation. It is understood that he will surrender the War Office if he consents to assume the Premiership.

Most of the telegrams received by President Feng from the provincial authorities favor peace, while the remainder advocate the suppression of the South-west with armed force The provinces that favor war include Fengtien, Shantung, Anhui, Chekiang, Fukien and the Shanghai Defence Commissioner.

Sir John Jordan, the British Ambassador, called on the members of the Diplomatic Corps in Peking Friday. It is understood that his visit was in connection with the proposal by some of the diplomats for a joint note to the Chinese government, advising it to negotiate for peace terms with the South.

Chang Chao, the emissary of former Minister of Interior Sun Hung-yi, who is now holding the same office in the Military Government in Canton, called on President Feng Friday and stated that Sung will be responsible for the peace and order of the South if the Chief Executive can effect the restoration of the old Parliament and the organisation of a non-partisan Cabinet.

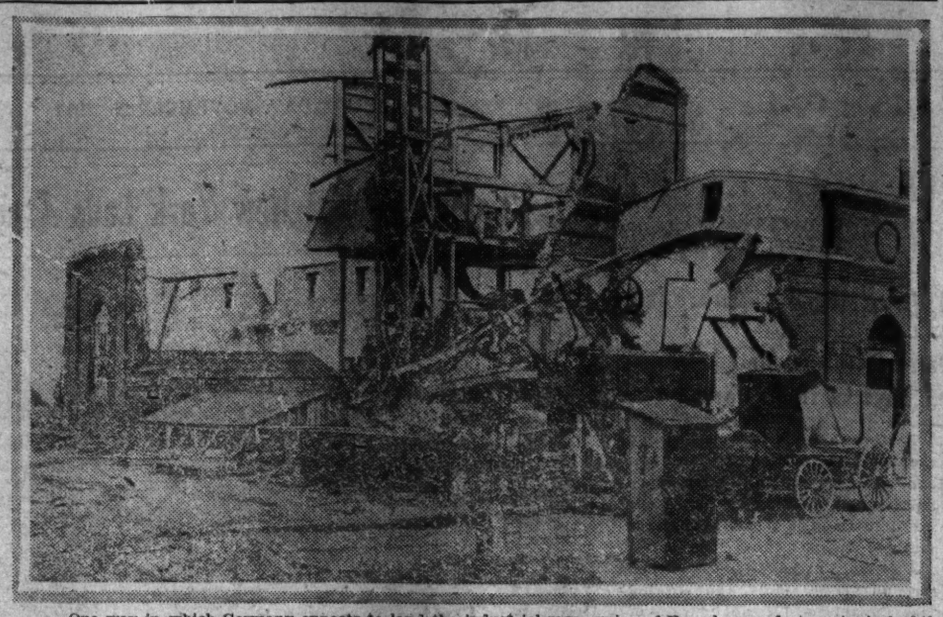
A Japanese report says that the Hunan gentry elected Gen. Tan Hao-ming, former Kwangsi Tuchun, as Military Governor of Hunan. Tuchun Tan has been at the head of the Kwangtung and Kwangsi expeditionary forces since the appointment of General Fu Liang-tso as Hunan Tuchun.

Five thousand Northern troops have been disarmed and interned outside the city of Changsha by General Chao Hung-ti, of the Hunan independent forces, as a result of the protest of the foreign consuls in that city against the looting by these soldiers. General Chao has utilised the Hunan police forces to maintain the order of the provincial capital.

As a result of Tuchun Tang Chi-yao's demand for the restoration of President Li Yuan-hung, President Feng despatched Ministers Tang Hua-lung and Liang Chi-chiao to proceed to Tientsin and extend an invitation to Li Yuan-hung to return. However, it is expected in Peking that the trip will be of no consequence.

Tuchun Ni Shih-chung of Anhui has instituted legal proceeding against General Wang Shu-hsien, charging him with bribery and treason, following the report that the loss of Changsha was caused by the internal clash between the An Wu Army and Wang's troops. Wang, on the other hand, has filed suit against Tuchun Fu Liang-tso at the Ministry of War for maliciously ordering him to withdraw his troops from the front out of envy.

More Frightfulness ◎ Germans Destroy French Factories



One way in which Germany expects to land the industrial race—ruin of French manufactory, typical of the fate of all foreign machinery which falls in the path of Germany's retreating armies. Nought remains but tangled iron and brick heaps.

Raiding of Gazette

(From Our Own Correspondent)

Peking, November 21.—This morning at 9 o'clock the police, acting on instructions received from the Cabinet and from the Office of Martial Law Administration, entered the premises of "The Peking Gazette" and took possession of all copies of today's issue of the paper still undistributed. The police informed the management that they had acted thus under due process, but that the necessary documents in the matter would be forwarded to the management later in the day. These documents arrived at 5 o'clock in the afternoon, and informed the management that the action taken was at the instance of the Cabinet, which had acted as the result of representations made by the Japanese Minister to the Waichiaopu yesterday.

The hour at which the police interfered suggests that the Chinese authorities were not all anxious to fall in with the wishes of the Japanese Minister, for by the time the police made their visit a great part of the local issue had already been circulated, and a considerable number of train-borne copies for country subscribers had also been despatched. The police gave a receipt for the copies they seized, and the management has been served with a notice that no further issue of the paper is to take place until sanction has been received from the Martial Law Administration.

In its issue of today The Peking

(Continued on Page 23)

The American - Oriental Banking Corporation

15 Nanking Road

$1 opens a Savings Account.
$50 opens a Checking Account.

THE ANTICIPATION of a future competence takes away the sting of present toil and self-sacrifice. If you have a vision of what you want to have or be, work, and save now and you can accomplish it.

The best is none too good for me. I'll h ave—

JOHN HAIG

AND

TANSAN

(Look for the name "Wilkinson" on the cork—none genuine withou')

Gande, Price & Co.

Sole Agents Telephone 205

INSTRUMENTS OF PRECISION

The engineering instruments and materials of the K & E Company are backed by 45 years of growth and progress.

COMPLETE LINE STOCKED

Sole Agents

Andersen, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road. Telephone 778

Lane, Crawford & Co., Ltd.

FURNISHING DEPARTMENT

AXMINSTER CARPETS

suitable for

Drawing Rooms, Dining Rooms, Bedrooms, etc.

Also

STAIR CARPETS

All Colours Reliable Quality

'Phone 960 for Patterns

Lane, Crawford & Co., Ltd.

BE IN THE BOOM!

THE COURT CARDS AND THEIR JOKER

ALL THIS WEEK

Brighter Than Ever

EDGAR WARWICK PRESENTS

THE COURT CARDS AND THEIR JOKER

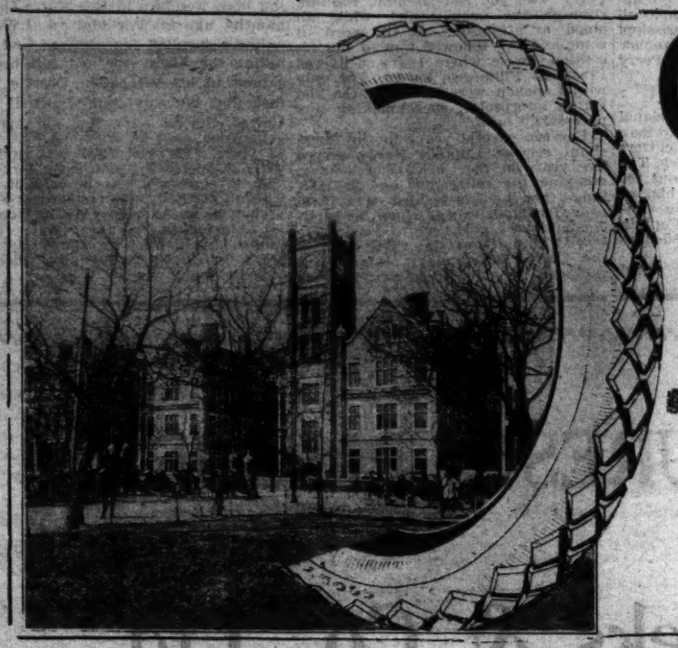
BE IN THE BOOM!

THE COURT CARDS AND THEIR JOKER

AT THE LYCEUM

Passed by the Nonsensor

G. W. W. SPECIALTIES



GOODYEAR — *AMERICA'S LEADING TIRE*

AKRON

TODAY more motorists in Shanghai use **GOODYEAR TIRES** than ever before.

WHY? Because they have found that the exclusive features of **GOODYEAR TIRES,** WITH THE ALL-WEATHER TREAD, give longer servic and greatest mileage.

THEIR RESILENCY, DURABILITY AND PERFECT BALANCE MAKE THEM RELIABLE AND ECONOMICAL.

SAFETY AND LONG WEAR ARE INCORPORATED IN THEM THROUGH THE MOST EXCELLENT MATERIALS AND WORKMANSHIP.

LET **GOODYEAR TIRE** performance be your guide in the selection of tires for your car.
REMEMBER **GOODYEAR TIRES** MAKE ANY CAR A BETTER CAR.

GOODYEAR TIRES may be obtained at Eastern Garage—Auto Castle—your dealer—or by telephoning Central 608.

CONGOLEUM RUGS

The new ART-RUG patterns will surprise you!

They are new.

They are different. and even though they are low-priced they are unusually durable and good looking

CONGOLEUM RUGS are fast surplanting all other types of medium-priced rugs now on the market.

Send for particulars. May be obtained from all dealers

WASHABLE — WATERPROOF — SANITARY — DURABLE

DODGE BROTHERS MOTOR CAR

THE CAR LASTS SO LONG AND COSTS SO LITTLE TO KEEP THAT ITS USE BY BUSINESS HOUSES IS INCREASING LARGELY

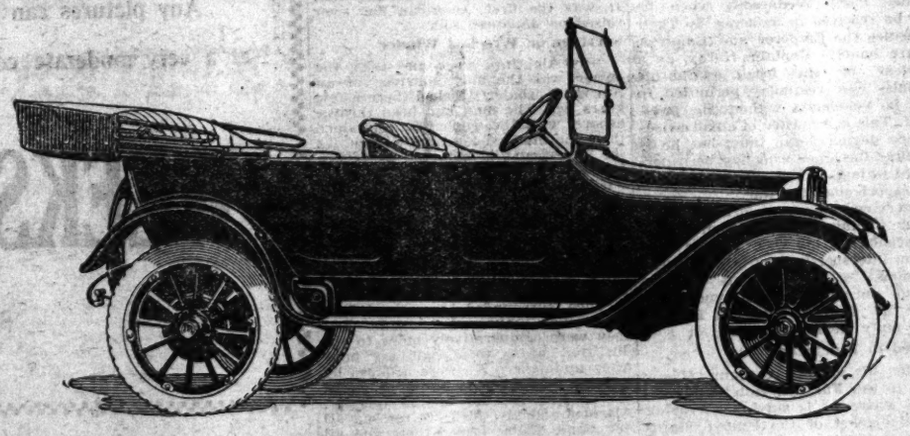
IF GIVEN ORDINARY CARE THERE IS NO REASON WHY IT SHOULD DETERIORATE

THE GASOLENE CONSUMPTION IS UNUSUALLY LOW
THE TIRE MILEAGE IS UNUSUALLY HIGH

THE MOST SUITABLE CAR FOR SHANGHAI

A DEMONSTRATION WILL CONVINCE YOU OF DODGE BROTHERS MOTOR CAR SUPERIORITY

14 EN ROUTE—9 SOLD—BOOK YOURS NOW



THE VICTROLA AND VICTOR RECORDS

will bring you Broadway's latest musical comedy successes—with the up-to-the-minute song hits that you hear everywhere. Get a VICTROLA on easy terms and enjoy your own "Broadway's Best" in your own home.

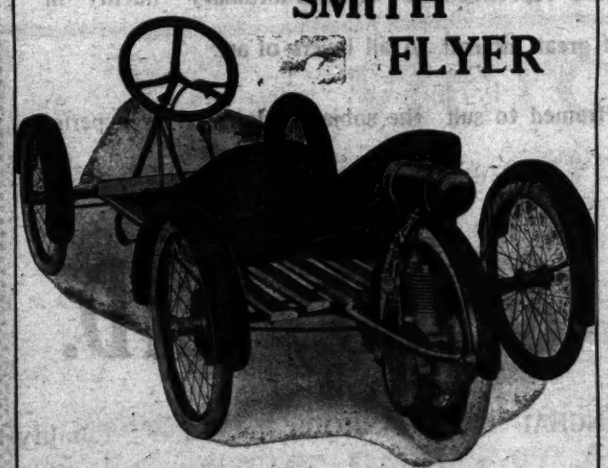
The VICTROLA is the ideal Xmas gift. Secure a demonstration at once.

Prices $33 to $350

S. Moutrie Co., Ltd. Retail Distributors

Shanghai — Tientsin — Peking — Hongkong — Hankow

SMITH FLYER



Will increase your son's Xmas Joys

A few left. Price Tls. 235.00

Convert Your Son's Bicycle Into A Motor Cycle for Christmas

Smith Motor Wheel DETACHABLE

WILL DO IT.

Can be Attached to any Bicycle in a few seconds. Its a powerful Motor Mounted on a light steel wheel.

100 MILES PER GALLON OF PETROL

Send for Particulars—Secure A Demonstration

Price Tls. 90.00

TOCHS "R.I.W."

PAINTS ARE A CHECK TO DAMPNESS AND CORROSION

USE

No. 49 "R.I.W." damp resisting paint for exposed iron or metal work.

As finishing coats for railroad bridges, viaducts or other steel construction subject to extreme exposure.

There is not a better paint made for this purpose.

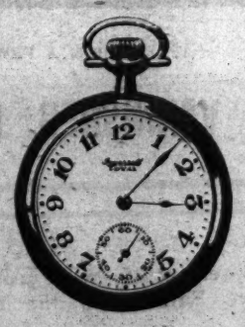
It dries with a good gloss.

Approximate covering capacity per gallon (one coat) 700 to 900 square feet.

STOCKS ON HAND. Samples and particulars on application.

"REMEMBER—IT'S WATERPROOF"

The Watch the People Want



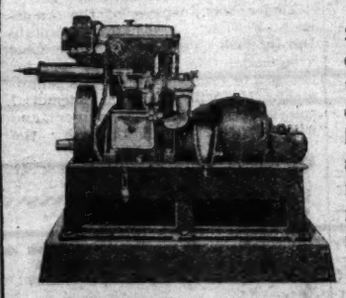
It's the jeweled Ingersoll Waterbury. In the first place, it's the size that's so much wanted——the popular "12 size."

Then, the whole "get up" is stylish, up-to-the-minute in all particulars, and with jewels at the points of greatest friction. Note the graceful bow and crown and the figures on the dial. It's accurate, yet it's sturdy, too—like other Ingersolls.

You can also have it with a "radiolite" dial that shows time in the dark.

See them at Boyes, Bassett & Co.—Ed. Evans & Sons.—Kelly & Walsh—Sincere & Co., OR YOUR DEALER.

THE MATTHEWS AUTOMATIC LIGHT AND POWER PLANT



Solves the problem of efficient light at the lowest possible cost for your home, house boat, factory. It also furnishes power for operating small machinery, sewing machines, washing machines, etc., etc.,

Simple in its operation. Low in cost of upkeep—visit our show rooms and secure a demonstration,

50 AND 100 LIGHT SETS IN STOCK.

Leading Importers of

METALS Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.

INDUSTRIAL CHEMICALS Caustic Soda, Chlorate of Potash, Acids, Dyes, Tanning Materials, Rosin, etc.

Gaston, Williams & Wigmore

FAR EASTERN DIVISION, INC.

IMPORTERS — ENGINEERS — EXPORTERS

4 The Bund 'Phone, Central 608 Shanghai.

Railway & Steamship Supplies
Electrical Equipment & Power Plants
Textile Machinery
Building Materials
Woodworking Machinery
Chemical Plants Sundry Lines

Smiles from the Mixed Court

We have never, it is true, committed suicide, but it is fair to assume that when one is about to do so it makes one feel sad. One thinks of one's past, of how everybody misunderstood one. And particularly one thinks of how sorry everybody will be when it is too late and how everybody will say, "Poor old George or John or Ah-nyi, he was a good fellow after all." And soft, sad music sings in one's ears. What more natural, then, than that one should think of poetry?

The sands of life were running out for Ting San-hoo. He was fed up with this mortal coil. He had decided to end it all. Here he was, an innocent guy, in durance vile. He of all men to be accused of robbery. And not only of one robbery, but many. The cruel police, the prejudiced witnesses, the hard-hearted judge all could think those hard things of him. Well, he would show them. He would make them sorry! He would kill himself, that's what. But before he departed this vale of tears, he would pour out his soul in poetry. And on the wall of his cell in the Louza station he wrote these words:

My Red Heart will be reputed for a thousand years.

The courage of my death will ascend to the sky.

Nevertheless, Szechuen has a war.

Still the brave knights continue to pray for peace.

The love of my parents is now finished.

The love of my wife is coming to an end.

I made a vengeance for my brothers of Nin and Wu.

My Soul will meet my parents at night.

(Signed) Ting Sah-hoo.

Having written, Ting made his preparations to die. He fixed the rope around his neck, he affixed a look of agony on his face, he thought of his ancestors and—

"Hey, what thing you makee there?"

It was a rough and loud voice, a voice unsuited to a demise. It was a policeman. And he was an unfeeling policeman. He took the rope off Ting's neck, slapped his face and then copied off the poem. And it was an equally unfeeling court that heard the story yesterday. And now poor Ting still dwells amid his erring fellow-men and next week comes up for trial on a remand. Such is life!

Lady Godiva Sze

Another note of tragedy. It was Sze Ah-doo's red-letter day. The marts of trade had been favorable, the gods of commerce had smiled on him, the coppers and the ten-cent pieces jingled merrily in his pocket.

It was a night to celebrate It was a night to observe. He would have a bath! Yes, a bath! He wended his way to a Hankow Road bath house, and in lordly notes called for his ablution.

He had his ablution and with the consciousness of that rectitude that occupies the next flat to cleanliness he emerged. There was the hand of fate in that emergence, for as Sze stepped out with satisfaction another guy stepped out with part of his clothes. And just that part, too, that contained the takings of his day, $2 to be exact.

What of modesty and all that? Not when there is $2 at stake. As out the door sprang Wang Tuh-sing, there sprang out too Sze Ah-doo, garbed as is the blade of grass, as was the immortal Lady Godiva. Through Hankow Road they sped. Strong men chuckled, ladies blushed. At the corner of Kwangse Road Sze made a flying leap at Wang, laid him low and began to screech for the police. The police came, dozens of them. And out of the dust arose Sze, sartorially primordial and triumphant. And swathed in a barrel he returned to his bath house with his $2.

Wang Tuh-sing, it might be added, got six weeks in jail.

Madame Oo and Mr. Hsu

You have heard no doubt how, in the dry or prohibition areas of Kansas, when one has a consuming thirst one sometimes develops acute indigestion and drops into a drug store to get a little something "for medicinal purposes?" Well, hearken to this tale.

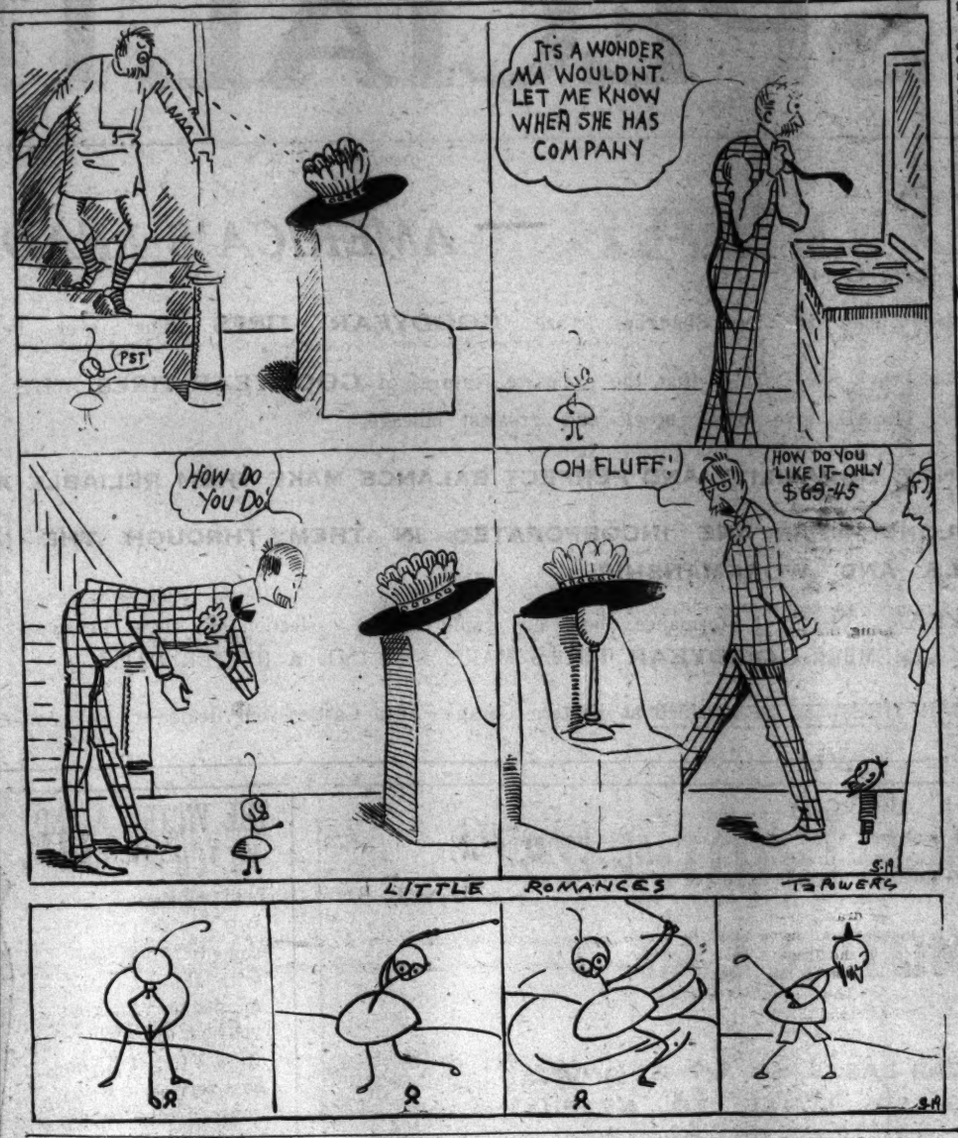
Oo Waung-sz, buxom beldame of Shanse Loo, runs an emporium for articles of many kinds. There left her emporium the other day a chap with a smile on his face and a small package under his arm.

A detective saw said chap, said package and said smile. He stopped the chap and opened the package. The smile vanished. For in the package there was opium. Together they threaded their way to Madame Oo's emporium and with Madame Oo to the police station.

Madame Oo was the soul of candor in the court. She had sold the opium, it was true. But why not? Here was a poor man who came into her shop suffering from a severe stomach ache, so she sold it to him. You did have a stomach ache, didn't you? she asked the chap—Hsu Sze-ling—triumphantly. Why, yes, come to think of it, he did, said Hsu. Yes, indeed, it was a severe stomach ache.

The assessor winked his left eye, the magistrate winked his right eye, together they told Madame Oo and Mr. Hsu to forget it. And with one voice they gave Madame Oo a fine of $90 or three months in prison.

Joys and Glooms By Tom Powers


PST
IT'S A WONDER MA WOULDN'T LET ME KNOW WHEN SHE HAS COMPANY
HOW DO YOU DO!
OH FLUFF!
HOW DO YOU LIKE IT—ONLY $69.45
LITTLE ROMANCES
TOWERS

Perry's Starboard Lad of 82 Steams Into Bay Second Time

But in 1917 No Booming of War Guns Accompanies Entry of Captain 'Bill' Hardy—Greeted as an Envoy

(Japan Advertiser)

Tokio, November 17.—Sixty-four years ago a 17-year old lad, just entering into a life on the sea, came to Japan on the Black Ship which aroused Nippon from her sleep of centuries. Yesterday afternoon this same individual, now a man 82 years old, returned for the first time to the country which had given him such a thrill in his boyhood.

An envoy plenipotentiary would hardly have received a more auspicious welcome than that extended to Captain William H. Hardy, the last surviving member of Commodore Perry's historic expedition to Japan, when the American sailor returned to the New Japan yesterday. Greeted by several hundred Japanese, both government officials and civilians, Captain Hardy arrived at Yokohama on the Mexico Maru from Seattle. Among those who greeted the "boy" who served Commodore Perry were representatives of Viscount Kaneko, president of the America's Friends' Association, Governor Ariyoshi of Kanagawa prefecture and Mayor Ando of Yokohama.

But none of these conveyed the touch of sentiment which characterised the scene of the Captain's reception by Sanzayemon Okada, 83 years old, the only surviving retainer of the Shogun Government who met Perry and his ships in 1853. Neither could speak the other's tongue when they met yesterday, but when two old men fell into embrace there was expressed a sentiment too deep for words.

To Perry's Monument Today

Under the auspices of the America's Friends' Association, Captain Hardy will visit Kurihama, near Yokohama, this morning to pay his respect to Commodore Perry's Monument. He will plant a memorial tree beside the Perry Monument and will be entertained there by the Japanese. He will later call at Uraga, a historic place in connection with Commodore Perry's visit, attending a reception to be given there in his honor, and will return to Tokio late this afternoon. A number of receptions have been arranged in his honor.

Captain Hardy, it is expected, will attend the Imperial Chrysanthemum Garden Party Wednesday when he will be received in audience by Their Majesties the Emperor and Empress, a rare honor. Captain Hardy, as a courtesy by the local quarantine officials, was yesterday permitted to land in Yokohama without his passport. This is a matter of small consequence during peace time, but he is the first foreigner who has been permitted to land in this country without a passport since the war.

Interviewed by an Advertiser reporter Captain Hardy recounted reminiscences of his visit to the Old Japan, interspersing his tale with expressions of wonderment at the change the country had undergone since he steamed into the Bay of Yedo sixty years ago.

Garbed in Bluejacket

After his arrival Captain Hardy went to the Fukuiya Hotel in Yokohama where he is staying. Wearing the bluejacket of the United States Navy and with a grizzled, sea-worn visage from which flows a heavy beard, the Captain presented a quaint figure as he passed through the streets of Yokohama. With his cozy pea jacket thrown around his shoulders Captain "Bill" Hardy, starboard oarsman of Commodore Perry's barge, told of the awakening of Nippon.

"I sailed from Norfolk November 24, 1852, on the United States steam frigate Mississippi," mused the Captain. "After a leisurely cruise, such as was the custom in the old days, we reached Hongkong on April 12, 1853. We visited a number of Chinese ports and entered Shanghai on May 4. Thirteen days later Commodore Perry transferred his flag to the Frigate Susquehanna, taking his staff and barge crew with him from the Mississippi. Leaving the same day we visited the Loochu Islands, now a part of Japan, and on May 28, 1853, we received a visit from the regent of the islands.

"One June 6 Commodore Perry paid a visit to Shuda, six miles inland. He landed 250 marines and bluejackets and the bands from two ships. We were given a big banquet there and after the reception Al Gatroz, coxswain of the commodore's barge, and myself, the starboard bow oarsman, were sketched by the artist, Bayard Taylor. From the Loochu Islands we sailed to Port Lloyd. There Commodore Perry was astonished to see Old Glory flying from a bamboo hut. It was the first American flag ever raised on Japanese soil.

Survivor or Wrecked Whaler

"Investigating, he found that the owner was the only survivor of an American whaler wrecked there a few years ago. The man had been thrown ashore, with the ship's flag, and since then had married a native woman. As the American did not care to return to his native land, Commodore Perry left him a few head of live stock and presented him with a new flag. The man's descendants, I am told, still live on the land.

"Then we sailed for Uraga—the Susquehanna, Mississippi, Saratoga and Plymouth—and arrived in Yedo Bay on July 7, 1853. Our fleet was at once surrounded by a myriad of one-masted junks and sampans. But they were comparatively quiet to the din that arose about half an hour after midnight. We were aroused by a noise that sounded like a thousand men-of-war beating to the quarter. Alarmed and mystified, we ran out all our guns, double loaded them and all hands stood by, with decks cleared for action. At daybreak we learned that we were victims of unfounded fears. The noise was caused by hundreds of Japanese fishermen beating on the bottom of their small boats to scare the fish into their nets.

"For two days we made no effort to deliver President Fillmore's letter. On July 12, a Japanese officer of the same rank as Commodore Perry came on board and plans were made for building a reception house. Work was started on the same day and on the evening of July 13, it was completed. On the same evening the Mississippi and the Susquehanna heaved anchor and went up a little bay which Perry renamed Reception Bay.

American Guns Boom

"At 7 o'clock on July 14 the signal was hoisted from the yardarm to man all boats, and we filled fifteen cutters with 250 bluejackets and marines. The acquatic parade was led by about 200 Japanese boats, headed by the biggest official of the town. After the vanguard of Japanese came Captain Franklin Buchanan of the Susquehanna.

"When the procession had reached half way to shore, Commodore Perry stepped over the side of his ship. As he did so a salve of thirteen guns was fired, the first to echo from an American vessel in a Japanese port. Captain Buchanan was the first American to land. He was followed by Major Zellen of the marines. The men then disembarked and formed in single file on either side of the landing. Commodore Perry was the last to land, walking through the open ranks, while all stood at attention. At the word of command, we followed him to the reception house where Perry delivered President Fillmore's letter. The only words spoken were by a Chinese and Dutch interpreter, speechmaking was necessarily brief."

Besides several years in the merchant service, Captain Hardy served five years in the United States navy, reaching the retirement age in 1885. Since then he has resided on a farm near Portland, except when he participated in the gold rush to Alaska. He served throughout the Civil War in the United States navy, being twice wounded. In the campaign for the opening of the Mississippi river, he was wounded on the head by grape and canister, "the grand-daddy of modern shrapnel," as he refers to it. In the storming of Fort Fisher he was shot in the right side and as a result has been wearing five false ribs on "starboard" ever since.

Wounded in This War, Too

He also has the distinction of having been wounded in this war. Three months ago in Portland an I.W.W. agitator insulted his uniform and in felling the surly, the old salt broke a bone in his left hand. Despite the fact that he was retired from the United States navy for old age a generation ago, he does not look his 82 years. He still reads and writes without spectacles and save for his "list to starboard," as he calls it, as a result of the wound received at Fort Fisher, he walks as spry as the youngest bluejacket in the navy. The robust health which he enjoys Captain Hardy attributes to his great dislike of tobacco and wine.

CARPETS
RUGS
A SPECIAL SALE
Choice collection of genuine Mongolian specimens from Saratzi and Kalgan
VARIOUS ATTRACTIVE PATTERNS
ALL SIZES
Call Upon Our Manufacturing Department
7 Yuen-Ming-Yuen Road.
Telephone 778
Andersen, Meyer & Co., Ltd.

Raven Trust Co., Ltd
15 Nanking Road.
Resources .....Tls. 500,000
INSURANCE
Fire | Motor Car | Lowest rates
Life | Burglary |
Marine | Fidelity | Phone 65
INVESTMENTS
GOLD INVESTMENTS Phone 60
We have for sale in amounts of G.$10 or more Preference Shares paying interest at 7% per annum.
TAEL INVESTMENTS 60
We have for sale in amounts of Tls. 100.00 or more Debentures paying interest at 7%.
ALSO
Anglo-Java | Dominion
Ayer Tawa | Kota Bahroe
Chemor | H. and S. Bank
Consolidated | Shanghai Land
China Realty | Telephone
Culty Dairy | French Debentures
In large or small amounts
OFFICES TO LET Phone 60
15 Nanking Rd. two large rooms.
HOUSE FOR SALE Phone 60
ON ROUTE VALLON, containing drawing room, dining room, three bedrooms, two bathrooms, garden and tennis court. Tls. 16,000.
LAND FOR SALE Phone 60
ON ROUTE SAY ZOONG. 2½ mow suitable for foreign residence.
ON RUE LAFAYETTE, 10 mow suitable for foreign residences.

PICTURES! PICTURES!
Weeks & Co., Ltd.
have the largest collection in Shanghai of Reproductions of Famous Pictures exhibited in the many Art Galleries of the world.
They make a speciality of the celebrated
"Burlington Proofs"
a must popular series of pictures in monochrome, selected from the best works of the Old Masters and academy pictures of the Modern Painters.
Their collection of very carefully selected subjects in "HAND COLORED PRINTS" are reproductions of extraordinary fidelity in coloring, which will be of great interest to all lovers of art.
Any pictures can be framed to suit the subjects, designed by experts, at a very moderate cost.
WEEKS & CO., LTD.
SHANGHAI AND HANKOW

APART FROM A FEW LINES, THERE ARE NO STANDARDS OF QUALITY FOR
VARNISHES, PAINTS, ENAMELS, DISTEMPERS, ETC., ETC.
Buyers must rely upon the reputation and experience of their Suppliers, and the Firm with the biggest reputation and soundest experience in these goods out East, is
WILKINSON, HEYWOOD & CLARK LTD.
who have been Manufacturers for 150 Years, Suppliers to the China Market for over 30 Years, and who are represented in Shanghai and Hongkong by their own factory-trained Experts.
Largest Stockists In China Of All Painting Materials For All And Every Purpose.
Buyers' Guide and all particulars from
WILKINSON, HEYWOOD & CLARK LTD.
Shanghai or Hongkong.
F. C. Banham, Manager in the Far East.

FLY FROM ENGLAND TO BOMB CONSTANTINOPLE

2,000 Mile Trip Believed To Be World's Record; 31 Hours In The Air

(Reuter's Agency War Service)

London, November 23.—The Admiralty states that a successful raid in the vicinity of Constantinople in July was carried out by a British bombing aeroplane of the Handley-Page type, which flew from England to the Mediterranean base in eight stages, despite meeting occasionally with strong winds and rain-storms. One stretch of 200 miles was entirely over mountainous country. The total of the flight was 2,000 miles and the machine was actually in the air for thirty-one hours. The journey, which was carried out practically to time-table, is believed to be easily the world's record for a cross-country journey and also for the weight carried, the machine being self-contained as regards engine and aeroplane spares.

Three Fires Handled By Brigade Yesterday

These And Exhibition at Hongkew Park Gave Firemen Strenuous Day

With proverbial consistency yesterday, being a day on which the Fire Brigade took part in an exhibition, there were an unusual number of calls on the department.

The first blaze broke out in Shepherd's Cafe at 5.15 a.m. and would probably have been a serious fire but for presence of mind and quick action by Mr. Shepherd and some of the inmates. It was discovered by one of the roomers who smelled smoke. The fire was found in a back bedroom on the first floor, and was evidently the result of a defective flue. Mr. Shepherd got all the inmates roused and safely downstairs and after sending in the alarm went back and fought the flames with water from a bath room. The Brigade quickly had things under control and there was little damage though the fire burned through the walls.

The second call came just as Chief Officer Pett's men had finished their fine exhibitions and jet ball contest at Hongkew Park yesterday afternoon. A fireman noticed a glow before a new house at 25 Kiangwan Road, near the park, and the Hongkew Company responded. They found a big triumphal arch, erected for a wedding ceremony, ablaze, and cared for it without much trouble.

The third call came at 7.40 p.m., from No. R.150 Kiukiang Road, a dwelling in an alleyway of the congested district just to the west of the Town Hall. A young Chinese employed in the place, a ricsha repair shop, had filled a lamp with turpentine and started a blaze that might well have wiped out the entire block but for the Brigade's quick work in surrounding the affected spot. The Chinese was trapped and terribly burned before he could be rescued and will probably die.

Troops Chasing Rioters In Streets Of Madrid

An extraordinary photograph, made in the Calle de San Luis (Madrid) during the recent war rioting in the Spanish capital.

The picture shows the Royal troops pursuing the rioters. In the center of the photo may be seen one of the soldiers with his rifle raised, ready to club one of the fleeing rioters.

GOVERNMENT TEA BUYING

(Reuter's Agency War Service)

London, November 22.—In the House of Commons, today, Mr. J. R. Clynes stated that the Food Controller proposed to buy in India and Ceylon the tea required for the United Kingdom and the Army and Navy, having regard to the tonnage estimated to be available, and to sell it at cost price.

The Times says that it is understood that the Government will buy tea for the United Kingdom at f.o.b. Calcutta and Colombo prices based on the average prices realised by each garden before the war, a small adjustment being made on account of increased cost of production owing to the war.

Doings Of The Week At St. John's University

The Chinese oratorical contest in competition for the gold medal presented annually by the Shanghai Branch of the Alumni Association was held on the evening of November 23. Originally there were twelve competitors and four of these had been selected by members of the faculty to speak in the final competition.

The contestants were: Tseu Zeu-nyien, Zung Hoen-tshing, Mau Kyung-we and Sun Vi-tsoo. Three of the speeches were in Mandarin and the fourth in Soochow dialect. The following acted as judges: Mr. Wen Tsung-yao, Commissioner of Pukow; Mr. G. A. Fitch, of the Y.M.C.A.; and Mr. T. V. Soong. They decided the contest in favor of Tseu Zeu-nyien, the subject of whose address might be freely translated: "The Two Great Forces in Heaven and Earth." Tseu Zeu-nyien entered the Freshman Class of the University this year from Nankai Middle School, being the first representative of that growing school to enter St. John's.

A student committee was formed in October to raise funds for Tientsin Relief. About $300 has already been subscribed by the students, but it is proposed to give a benefit performance to increase this amount. With characteristic Chinese dramatic genius the play has already been written by several of the college students and is now in process of rehearsal. It is a Chinese drama in three acts and ten scenes, the plot being based on an incident in the Tientsin Flood. The performance is to take place at the Olympic Theater on the evening of December eighth.

After consultation with the Faculty, a Committee of the students is endeavoring to arouse interest in the formation of an Intercollegiate English Debating Competition. Letters have been written to all the neighboring colleges inviting them to participate.

Three practice games in football have recently been held with the Police Team. Owing perhaps to the presence of a number of substitutes on the Police line-up, St. John's won the first game by the score of 6-0. The other two were harder fought, the Police winning with the scores of 3-2 and 1-0.

Lectures were given on the evening of November 20, under the auspices of the college Y.M.C.A., by the Manager and Assistant Manager of the Shanghai Commercial and Savings Bank. The subject was "Chinese Problems in Money and Banking." The lectures proved most popular, the room being crowded to capacity.

Pearl White at The Apollo

Pearl White, the most popular serial star in the world, will next be seen as a twentieth century heiress, in Pathe's big new serial, "The Fatal Ring," produced by the Astra Film Corporation under the direction of George B. Seitz and written by Mr. Seitz and Fred Jackson, the well known magazine writer.

In "The Fatal Ring," which opens at the Apollo Theater tomorrow night Miss White plays the role of Pearl Standish, a twentieth century heiress whose love for excitement leads her into a path of romance and adventure. Her millions of admirers who have followed her adventures in "The Perils of Pauline," "The Exploits of Elaine" and "The Iron Claw" will welcome her return to the screen in this picture, which gives her the greatest opportunity of her career.

She is supported by a splendid cast, including Earle Fox, Henry Gsell, Warner Oland and Ruby Hoffman.

R. TAGORE

GITANJALI; Song Offerings. Religious Meditations of the Eastern Sage $2.50

FRUIT GATHERING. Sequel to Gitanjali $2.35

SONGS OF KABIR. Translations from an eminent religious reformer $2.50

STRAY BIRDS; Proverbs $2.50

Phone your order N. 780

EDWARD EVANS & SONS, LTD.

30 North Szechuen Road, Shanghai.

WAR VACANCIES

There are *more* responsible positions vacant today—TWICE OVER—than there were three years ago and everyday more highly-paid positions become vacant —*go begging for* TRAINED MEN.

WHY? Because the war is utilizing the best brains that the world can supply and industry—though short of leaders—is forced to produce even *more than* its normal output.

With the skilful assistance of the I.C.S. you can, in your own home, in your spare time, receive the kind of training that insures definite, progressive advancement in salary and position.

In the list below make a mark (X) before the training you want.

—Salesmanship	—ENGINEERING
—Advertising	—Civil "
—Cotton Goods Mfr.	—Mining "
—Woollen Goods Mfr.	—Electrical "
—Agriculture	—Chemical "
—Architecture	—Mechanical "
—Navigation	—Telegraph "
—Drafting	—Marine "
—Surveying	—Steam "
—Accounting	—Gas Engines "
—Stenography	—Automobile "
—Good English	—Concrete "

Learn to speak correctly—English, French, Spanish, Italian, German—by I.C.S. Special Phonograph method.

THE INTERNATIONAL CORRESPONDENCE SCHOOLS offer

282 Courses Of Thorough Practical Salary-Raising Training

Tear out this notice. Write your address on the margin. Also write the training that interests you if it is not in the above list. You will promptly receive catalog and full information. Address.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD
SHANGHAI

Write address HERE

BRASCOLITE
DIFFUSION PLUS REFLECTION

Day or Night
Here's Daylight

—wherever lighting efficiency plays a part in comfort, work, enjoyment or sales.

International Import & Export Co.

13 Nanking Road Telephone 4757

VICTORIA THEATRE

TO-NIGHT "THE BATLTE OF THE SEXES"

AND

CHARLIE CHAPLIN IN "HIS TRYSTING PLACE"

Tuesday & Wednesday, Nov. 27th and 28th

"THE INNOCENT LIE"

BY LOIS ZELLNER

A STIRRING PHOTO-DRAMA OF ADVENTURE:

WITH

VALENTINE GRANT

ON FRIDAY, NOVEMBER 30th

GERALDINE FARRAR

IN

"CARMEN"

SYNOPSIS

Geraldine Farrar, most famous of all women artists of today, will make her photodramatic debut in the Lasky Feature Play Company's production, "Carmen," produced by Cecil B. DeMille. Here are four names which combined in one production hold forth exceptional promise—Miss Farrar—Lasky—"Carmen"—and DeMille.

Recognised as one of the greatest actresses of her generation, Miss Farrar's "Carmen" as revealed last winter in the Metropolitan Opera House, New York, established the prima donna still higher in the esteem of opera lovers. Her characterisation was an absolute revelation of power, skill and subtle delineation. Miss Farrar's "Carmen" is now imperishable on the screen.

Cecil B. DeMille, who made this production has absolutely surpassed himself as a producer. Thrilling action, magnificent landscapes, beautiful portraits and well constructed drama mark this extraordinary production. Nothing finer in motion pictures ever has been seen.

OLYMPIC THEATRE

TONIGHT AND MATINEE TODAY

MARY PICKFORD

IN THE

"ETERNAL GRIND"

By request of many people who were unable to see the stupendous cinema production

The great $1,000,000 spectacle

"CIVILIZATION"

Will be exhibited

FOR ONE NIGHT ONLY

Monday, November 26th

AT

POPULAR PRICES

SHOWING ON TUESDAY, 27th

DUSTIN FARNUM

IN

"DAVID GARRICK"

A Paramount Picture

Great Operatic Concert

ON

Saturday, December 1st

BY

THE FAMOUS ITALIAN BARITONE

SIGNOR

SCAMUZZI

AND

HIS STAR CONCERT PARTY

Prices: $3.00, $2.00 and $1.00

BOOKING NOW OPEN AT MOUTRIE'S

'Don'ts' From The Author Of 'Over The Top'

Machine-Gunner Empey Gives Good Advice To American Soldiers—'War Not Nearly So Bad As It's Cracked Up To Be'

"This war, for the man in the trenches," remarked Machine Gunner Empey, American volunteer in the British Army, "is not nearly so bad as it's cracked up to be."

Arthur Guy Empey, author of "Over the Top," served for a year and a half with the British Army in France, and at the end of that time he was so badly wounded that he was incapacitated for further service. In addition to less sensational but more actually maiming wounds, he has a piece of another man's rib in his cheek, where the bone was smashed by an exploding bullet. He has seen "war as it is," if ever man did. And although his conversation, on returning to this country, could scarcely be said to be confined to what some one has called "the lighter side of trench life," his word to the American soldiers is full of practical, and indeed of cheerful, encouragement.

Also he has some bits of advice, culled from his own experience, for the American soldier in England, in France, making friends with the French and British soldiers, and at last on the firing line. And he traces step by step the probable experience of the young American.

"When you've been looking out of the trench through the periscope," he said, "don't stick your head over the top to see what you saw."

And he has a word of forecast, not cheerful this time unless we look beyond it, as to the sort of time the American soldiers are likely to have when they first go under fire.

"I am afraid that the American soldier is going to get it rough at first," he said, "for the same reason that the British colonials got it rough at first. We have heard a great deal about the Canadians and their splendid fighting, and I take off my hat to Canada every time. But we have also heard all sorts of German-propaganda talk to the effect that the Canadians "did all the fighting while England sat back," that the English put the Canadians on the hottest part of the line, and that sort of thing. Well, it's true that it was the hottest part of the line, put it isn't true that the English put them in it. What is true is that wherever the Canadians were would be the hottest part of the line, because that was a definite German plan. To discourage recruiting and to spread the report that England let her colonies do her fighting for her, the Germans specifically concentrated on the colonial lines. It didn't discourage recruiting. But I think it is quite likely that the Germans will do the same thing with the first American forces on the battle front—they will concentrate against them, to make people at home believe that the Americans are being sent to the worst parts of the line, filling in gaps, as they say. So I think that at the beginning it will be rough."

Then the gunner went back to his original word of cheer.

"The trouble with the American public," he went on, "is that they have heard and read so much of the great war and its horrors that they think their boys are going to be continually in the midst of bloodshed and constantly in discomfort, and they concentrate on the terrible side of it and ask, How long will it be before he is killed? They don't see that that is not all there is to it.

"It is natural enough, of course. A man writes a book about the war, takes one incident, and another and another, makes chapters of them, with the result that the man and woman who read his book read a succession of horrors, and they think it is all like that. They don't realise, or they forget, the weeks between these 'horrors' and discomforts.

"A man is in the front trench under fire, say, two days, and sent back four, or perhaps four days and sent back eight. Usually a brigade is in the 'fire sector' thirty-two days. Then it is sent back to the rest billets for an equal time. Here the men are in practically no danger—perhaps an occasional shell. They are together in jolly comradeship, having lots of amusements—football, baseball—plenty to do. They are well fed, well equipped, well amused.

"Of course," he added, "the grouchy soldier is going to have a grouchy time. And the life of the American soldier on the western front is going to be just about what he makes it. If he goes into it in the right spirit he will find that it isn't so bad as it is cracked up to be. And then he will be in a great state of indignation because the reports of it have made it seem so awful.

"When he realises that it isn't so bad," the soldier went on, "he mustn't forget to sit down and tell the folks at home! He knows it's a lot better than he thought it was going to be. But they don't."

This is one of Mr. Empey's bits of advice. Here are some more:

"In the first place," he said, "before you set out, get over your dread of the submarines. I have talked with a great many young soldiers here in the American camps, and I have found that most of them have a derad of the ocean crossing. They are not in the least afraid of fighting the Germans; they want to get up and at them; that's what they're after. And about the crossing, you couldn't call it fear. But anybody would have a dread of walking in the dark across a field full of poison snakes.

"Well, I don't think that dread has much foundation. I've crossed several times myself, and I don't think there's much danger. Look at the Canadians; with all the troops they've sent 'over there,' they've never lost a man by submarine. And what Canada can do we can do—and I don't say that in any spirit of disparagement of Canada, either!

"When the American gets to England he is going to have a hard time at first getting along with the Englishmen. They are so different. The Englishman has a way of taking everything for granted. You mustn't talk to an Englishman about the war, or ask him about the victory; he is perfectly sure about the victory; the only thing he doesn't know is how long it is going to take. You mustn't talk to an Englisman about money, either. And," the American added with emphasis, "you mustn't tell him that baseball is far superior to cricket; his opinion of baseball is just the same as your opinion of cricket, you know! Don't tell him he is a fool for being governed by a King—the Englishman is a good observer, and he might come back at you and punch some holes in our Senate and Congress.

"Then the American mustn't herald his arrival in England and France as a great event, and say he is going to win the war! And when he is with the English soldiers he's got to forget all this 1776 stuff—the Americans and English are just brothers in arms now.

"But if an embarrassing situation does arise between an American and an Englishman, an uncomfortable silence, or something of the sort," he added, "I'll tell you the thing to do: the American should either offer or accept an invitation to tea! Over a cup of tea the awkward situation vanishes. More pleasant situations and good friendships are built up over a cup of tea than over a cocktail."

With the French, the situation is somewhat different. Said Mr. Empey:

"The French are looking to the Americans as the saviors of their cause, and the Americans must be careful to preserve that sentiment. The French are temperamental. If a Frenchman kisses an American soldier, the American mustn't poke him in the chin: he must kiss him back. And the French are—the American must just remember this—exceedingly polite. You must never poke fun at a Frenchman; that is a mortal insult. And the American must remember that the careful French politeness does not mean that the Frenchman is afraid anything in the world. Why, a Frenchman will apologise to a German when he sticks his bayonet into him!

"But, after all, the Americans are going over there in the Frenchman's backyard. They are fighting together to keep a common enemy from climbing the back fence. But it is the Frenchman's yard. And the American must keep to the paths, and not step on the flower beds.

"Not," he added quickly, "that there are any regular customs or ways of doing and saying things that the American must adhere to. That was the case before the war, but things are changed now—both the Frenchman and the Englishman are changed with them; they are good fellows together now, and they excuse each other's mistakes. The thing for the American to do in France is to be and act always as a good American. He'll get a wonderful reception if he is just a real, straight Yankee.

"When he gets to his billet or village, the American soldier will find that prices will slightly rise. He mustn't consider that as an injury or an insult, but really as a compliment. To the French people every American is a millionaire; they set the best before him and he is expected to pay the price. The American tourists in France have given that impression. And when you throw a ball against a wall, it is sure to rebound. The harder you throw it," he remarked reflectively, "the harder it will hit you when it comes back.

"When the American soldier first gets to France," he went on, he will have a fine time enjoying new scenes for about two days. Then he will begin to be anxious to get up the line, to investigate, to see just what is going on, to get into things. He'll have to curb his impatience for awhile. But while he is going through his training period he will be an ardent souvenir collector. He will get all the souvenirs that he can possibly buy and steal. He will load himself down like a camel—and he won't realise that he can't take those souvenirs home, and that he will have to carry them all about with him for months and months and months. When he has sweated through a few route marches with his load of souvenirs, he'll begin to throw away the least precious of them; and pretty soon the germs of his collection will follow others into the ditch.

"Before he gets within the sound of the gun he will see a good many airplane fights, and this will increase his desire to get to the line itself. Then when he actually hears the guns he will be all enthusiasm, full of questions. By gradual stages the sound will get louder, until at last he sees the great flare in the sky, hears the tremendous noise right at his ear, and is close to the line. And then what he feels is not fear, but a strange, vacant, lonely feeling, a restlessness and longing, not for home, but to be in the front line with the men who are in danger, because what he feels most is a tremendous pity for them. It is the psychology of the soldier that what he is conscious of then is not any danger for himself, but an intense pity for the men who are on the front line, the sense of their danger and the wish toshare it with them.

"But sooner or later he will be under shellfire himself. And the first time that happens to the volunteer he will feel a great regret that he didn't wait for the draft! It will be only momentary, but for the instant he will feel a great desire to run—not at the Germans! He will want to run away, but somehow he doesn't; somehow he can't; and he and all his comrades, all feeling the same way, go on steadily moving—forward!

"In his trench the soldier will feel ruined village that the awfulness of war will hit him face to face, and he will feel lonely and deserted himself, and very small. He gets used to shellfire very soon, and he comes to think that the German guns are pretty rotten! But when, going into the communication trench, he sees his first wounded being carried out on stretchers—well, you can't describe the feeling it gives him. He is pretty well unnerved at first, and then he is flooded with a tremendous pity for these men. Then his pity changes to admiration, and he begins to feel a kind of envy of them; if he could go through it without suffering all that they are supposed to, he'd like to be one of those wounded men himself; it's like what the drafted man who has been exempted must feel when he sees the regiments marching away.

"In the communication trenches he hears the sharp crack of a bullet over his head and ducks—that sound is like being stung by a bee; it unnerves a man more than shellfire. Then perhaps a bullet hits the front wall of the trench and ricochets to the rear, with a whining, singsong sound. But the young soldier's first fear only lasts a moment," added Gunner Empey, who recalls in "Over the Top" the sane word that an old soldier gave him in his first fighting days, "You never hear the bullet that hits you."

"In his trench he soldier will feel at first stangely lonely," he continued. "That ditch is like one of those 'mystic mazes.' He only sees the sky. Then he feels a sense of security—the Germans can't get at him down here. Then he has another feeling—"Then can't see me, but I can't see them, either! They might be coming in here any minute! What are they going?' And he has an irresistible desire to stick his head over the top!

"You know," commented the soldier, "the American is going over there looking for trouble. He wouldn't be an American if he weren't. And he'll get some of it, too. If an officer tells an Englishman what he sees outside the trench through the periscope, the Englishman will take it for granted and be contented. But the American will want to stick his head up and see it all for himself! He's got to learn not to! After looking through the periscope, don't stick your head over the top to see what you saw!

"When he first gets into the front-line trenches the individual soldier will feel that every gun, rifle, and machine gun in the German Army is aimed directly at him! As a matter of fact, the Germans don't know he's enlisted. And if he stops to think that the whole City of Paris only occupies a pinpoint on the map and that the Germans have thousands of miles to shoot their shells at, while he occupies an infinitesimal point that you couldn't find without a strong magnifying glass, he'll see that he musn't expect every shell to hit him!

"And when he has been in the trenches a short while the American soldier will begin to feel indignant! He'll figure out that everything about this war has had a lot of camouflage in it right along, and that it isn't so bad as it's cracked up to be. And it isn't!

"And it's up to him to write home often, long letters, and tell the people there how it really is! He mustn't forget that his mother, and his wife or his sweetheart, and his sisters still have the impression that he started out with—that it is just one horror after another. He's got to tell 'em how it is!"

Another piece of advice for the American soldier is concerned with his own Government.

"When the American goes into the army, and when he gets to France," Mr. Empey said, "he wan's to forget that the Government's rich.' He doesn't want to waste a single thing, food, equipment any thing. The people at home are paying for those things, and he is paying for them himself. And everything he wastes or throws away will help to prolong the war."

Gunner Empey is a sturdy, rather stocky young man with bright eyes and quick movements and gestures. He gesticulates a good deal, and walks about when he talks. There is a jagged red scar on his cheek, but it is not very noticeable; one thinks of it far less as a disfigurement than as evidence of some wonderful surgery. It is not long

(Continued on Page 19)

'Looking For Daddy,' Pastime Of Admiral's Sons

SONS OF ADMIRAL BEATTY. Photo © by E.O. Hoppé from Int'l.

In the above picture are the two sons of Admiral Sir David Beatty. They are intently studying the globe, marking off on it the point where they believe their "Dad" is stationed. The mother of these boys, Lady Beatty, is a daughter of the late Marshal Field, of Chicago.

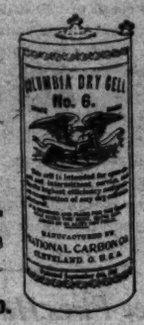
THE EXCESSIVE MOISTURE

of Shanghai and China calls for a battery specially designed to meet such conditions. This is the

COLUMBIA DRY BATTERY

Moisture - proof

For Telephones
Bells
Motor Cars
Motor Boats
etc.



FRESH STOCK

Andersen, Meyer & Co., Ltd.

4-5 Yuen Ming Yuen Road Telephone 778

Sole Agents For

The National Carbon Co., Cleveland, Ohio.

"STATESMAN"

MEANS

LEADERSHIP

USE "STATESMAN" BRAND PAINTS, THE LINE OF RECOGNIZED QUALITY, MANUFACTURED BY

CHARLES H. BROWN PAINT COMPANY

WE CARRY A COMPLETE RANGE OF EXCLUSIVE COLOURS—READY FOR USE. PRICES ON APPLICATION

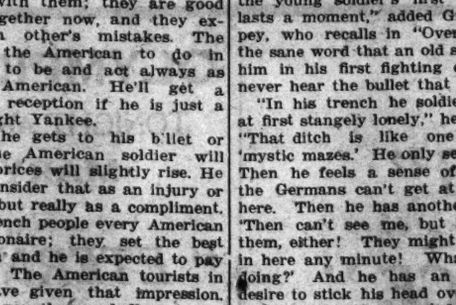
PAINT DEPARTMENT

CHINA-AMERICAN TRADING CO., INC.

13A1CANTON ROAD: TEL. 918

Evaporated Milk

CHEAPER IN USE THAN FRESH MILK



STERILIZED DRINKING-MILK

Just like fresh milk, but better and purer and always ready.

"The Best and Safest Milk."

ARTS & CRAFTS, LTD.

(Sole Agents for Liberty & Co., Ltd., London)

SHETLAND SHAWLS
CARDIGAN JACKETS
ENGADINE DRESS LENGTHS
TRAVELLING RUGS

LIBERTY
VELVETS AND VELVETEENS

43 Bubbling Well Road Telephone, West 455

HONIGSBERG Buick SERVICE

BUY A 1918 BUICK NOW!

HONIGSBERG Buick SERVICE

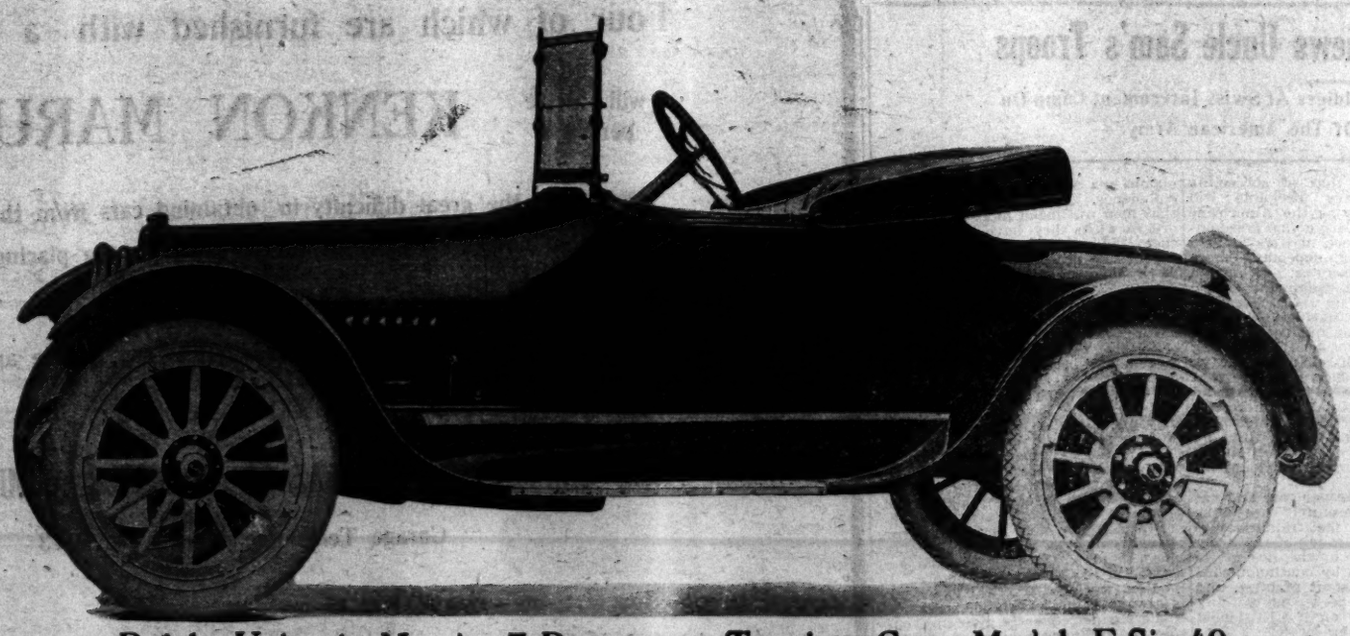
The Economical Gasolene Consumption Car

THE FIRST SHIPMENT

has arrived, and the cars are rapidly being sold. It will pay you to call at our showrooms and inspect the new models, for

Many Improvements Have Been Evolved

The wheel-base has been increased to 118 inches, permitting use of a larger body with full-width doors: height has been added to the radiator and hood, giving greater streamline effect: there is a new type of sloping windshield, and hand-pads to all doors: there is greater power and flexibility in the motor: and other improvements too numerous to mention.



Buick Valve-in-Head 7-Passenger Touring Car Model E-Six-49

HONIGSBERG Buick SERVICE

FOR DEMONSTRATION AND FULL PARTICULARS, APPLY TO

H. S. HONIGSBERG & CO., INC.

Phone, W. 1234 40 Bubbling Well Road Phone, W. 1234

W. 1211 The Motor House For Motor Troubles W. 1211

HONIGSBERG Buick SERVICE

GERMANS BUILDING MORE GREAT LINERS

North German Lloyd Has Two Of 35,000 Tons, Columbus And Hindenburg

HOPE TO RE-WIN TRADE

But Manager Heineken Expects Hard Times For Their Shipping After War

Washington, October 12.—The North German Lloyd, which has suffered severe losses of ocean tonnage as a result of Germany's plunge into war, has ordered a large series of new vessels to be built in German shipyards for use after the war. Two large passenger steamers being built, each displacing 35,000 gross registered tonnage, are to be known as the Columbus and Hindenburg. Two others, of half this size, are to be known as the Munchen and Zeppelin.

This information has been conveyed to the Department of Commerce in a special report from American Consul-General Listoe at Rotterdam forwarding a translation of the new German Lloyd year book for 1916-17.

In an article in the book Mr. Heineken, the general manager of the North German Lloyd, gives an insight into the activities of the company during the war. He writes:

"Our ships have been used in the service of the empire, not only as ships of war but also as a means of transport for raw materials, and in that service they have rendered great assistance. During 1915 and 1916 two of our freight boats, the Norderney and the Schwabe, were engaged in carrying ore from Sweden. Unfortunately, one of these, the Norderney, met with an accident. It ran upon an enemy mine and foundered, the Captain and three of the crew meeting a heroic death. Great difficulties arose with regard to insurance. The premium paid for such a dangerous voyage by a vessel has been extraordinarily high, and when such a vessel is lost the insurance money, however high this may be, is no longer a sufficient compensation for the tonnage lost, which cannot now be replaced and which could well be used after the war.

Shun London Insurance

"The North German Lloyd also had to pay equally high premiums in two other cases where two of its vessels in neutral ports had been ordered to sail for home. When for a ship of the value of 10,000,000 marks, for instance, an insurance premium of 6 per cent must be paid, this is no small matter, even when a return of 2 per cent is made on the ship's safe arrival. Under these conditions it may readily be understood that no great profits can be obtained.

"The endeavor to make the German mercantile marine, after the war, as far as possible free of the London insurance market brought with it the need of obtaining greater cover for the perils of the sea in Germany itself. Hence, it is the intention to establish in Bremen the marine insurance business also. A favorable opportunity to this end presented itself when the Securitas Insurance Company of Berlin, which up till now transacted only accident and employers' liability business, decided to apply itself to the marine insurance and fire reinsurance business. We succeeded in getting this company to come to Bremen. Under the management of a Bremen syndicate, at the head of which was the Bremen National Bank and the bankers, E. C. Weyhausen, of the same place, a capital of 4,000,000 marks was raised, making the total capital of the Securitas 8,000,000 marks.

"We decided more than twenty months ago to make the experience of our catering officials useful in the sphere of feeding great numbers by taking over the catering for camps for prisoners of war. The arrangement and supply of about twenty such camps for war prisoners, of about 20,000 men in the district of the Tenth Army Corps, has in this way gradually been transferred to the North German Lloyd.

Building Navy Boats

"During the long time of involuntary idleness we have naturally had in view the replacing of our loss in ships and the possible increase of our shipyards in general. We have ordered a large series of new vessels to be built simultaneously in various German shipyards. Several of these vessels were ordered before the war, and the prices for building them were considerably below the present prices. Besides our two large passenger boats, Columbus and Hindenburg, of about 35,000 gross registered tons, and our two passenger and freight boats, Munchen and Zeppelin, between 17,000 and 18,000 tons, we have given orders for a large number of larger freight steamers. On these orders not only all the installments were paid as they fell due, but considerable advances have been made also to shipyards."

Mr. Heineken asserts that the statement that after the war all the needs of German companies will have been met and that they will all have very rich returns is not justified. He is, however, far from holding a pessimistic view with regard to the future of German shipping. "The considerable diminution of the world's tonnage during the war," he states, "which is in the first place to be attributed to the activity of our submarines, will after the conclusion of peace have as consequence a raise in the rates of freight, from which the mercantile fleet will profit. The question is, how long this bull on the freight market will last. A further question is whether German shipping will really be destined to make unlimited use of these circumstances. A temporary reduction of certain imports after the conclusion of peace cannot be avoided."

He believes that a doubly difficult task awaits German shipping after the war. First, he says, it must compare and make up the great loss and damage of the years of war, and, secondly, "make up the gigantic advantage which, through the circumstances of the war, has so extraordinarily strengthened enemy and neutral shipowners in advance of us. This much, however, is certain—that the German companies, if they are helped over the first difficult times, when they will have to meet the most severe competition from their foreign competitors, will be able to withstand his severe trial and win back the lost ground."

Germans Fear Flanders Rout

With the Allies now in possession of practically the entire ridge dominating the plain of Belgium, the Germans recently started a drive at the other end of the battle line in France. It is surmised by military experts that the Crown Prince's new effort was based on fear of a decisive victory for the Allies in Flanders. Haig's troops are now somewhat beyond Passchendaele.

How British Tommy Views Uncle Sam's Troops

Two Prize Essays Written By Soldiers At Swiss Internment Camp On 'The Training Of The American Army'

While in Murren, Switzerland, on a visit to the English internment camp a few weeks ago, Charles H. Grasty, correspondent of The New York Times, offered two prizes for essays by soldiers on the subject, "Training of the American Army." These prizes have been awarded, the first to R. Newson, rifleman of the Twelfth London Regiment; the second to A. Williams, Second Sergeant of the Royal Irish Regiment.

Rifleman Newson's article is printed below, entitled

Be Prepared

"By their entry into the world war the Americans have a great task before them in raising a large army from an undisciplined civilian population, and we shall here consider some of the chief things which their new army will have to learn in order to fit itself for active service in Europe.

"The most important thing in training any army is discipline. Without discipline nothing can be achieved, and no army can be kept together. The disasters which have recenly befallen the Russians give ample proof of this, but of all the things which the American must learn in the art of modern warfare, probably that of subjecting himself to military discipline will prove the hardest, as the Americans are essentially an easygoing, freedom-loving race; but such matters as field work and shooting, depending more directly on the exercise of common sense and sound judgment, should easily be learned by the Americans, who are, generally speaking, a highly educated race. The maintenance of discipline should not be the crushing of initiative and self-reliance, as heavy casualties among officers require that men should be able to take command and act intelligently if the necessity arises. Men in these days must not fight as machines, but as thinking human beings, and every effort should be made to encourage individual initiative.

"Of course, the proper care and use of arms is an absolutely necessary and vital part of the training curriculum, and each branch of the army must perfect itself in the use of its particular weapons by continuous instruction and persistent practice, and only when this has been done can any unit take its place on the battlefield as an efficient fighting force.

"Officers and ranks in command should mix with their men and inspire confidence, as experience has proved that men will much more readily obey orders when they have confidence in their leaders.

"A great deal of marching and field work is a most important item of training. Field formations and operations should be constantly rehearsed until they become almost second nature to the troops, so that order may be easily kept later on when such movements become necessary under fire.

"While Swedish drill will aid in the keeping fit of the body, very necessary under the trying conditions of a modern campaign, healthy recreation should also be provided and encouraged whenever possible to keep the men in good spirits, as the "morale" of the troops is of the highest importance.

"In addition, the American Army should 'import' a number of allied officers and N. C. O.'s, who have seen service in the war, as instructors. In modern warfare practical experience is always valuable, while experienced soldiers can frequently give tips, outside the ordinary routine of instruction, which will be found of great value when later on the American recruit finds himself in the trenches; while as most of the allied armies have now had three years' experience of modern warfare, there is no reason why the Americans should not have the benefit of this knowledge so dearly acquired."

The author of the essay which won the second prize took the text,

The Measure Of Courage Is Intrepedity In Danger

"What are the important points in the training of a recruit of the new American Army?

"There are three qualities the possession of which are absolutely necessary to an American recruit before he can become an efficient fighting soldier of the present-day armies—physical soundness, discipline, and enthusiasm.

"The first of these is of paramount importance to him, as without it the other two are useless. The American is a business man before everything else, more accustomed to office routine than to outdoor life. The former is a strenuous life, no doubt, but camp life, though calmer and more regular is more strenuous still, albeit, in a different way, while modern trench warfare, for which camp life is the training calls for all the best attributes of physical endurance. Without physical soundness a fighting soldier cannot possibly perform those duties which fall to his lot, no matter what other qualities he may possess. Therefore, this quality is indispensable and takes precedence of all others.

"Second in importance is discipline. A soldier has to do many things which, especially on first joining, appear to him incomprehensible. He is naturally inclined to ask the why and the wherefore of the orders he receives. Implicit and unquestioning obedience to the orders of his superiors is his bounden duty. This is the root of all discipline, and without it a regiment becomes 'unstuck' and, from being one compact body, rapidly deteriorates into a number of individuals with no cohesion between them.

"The danger which would accrue from such a state of affairs may be easily imagined by taking as an example a battalion cut off in a dangerous position. Under these circumstances an undisciplined body of men would soon become unnerved and quickly go to pieces, while a well-disciplined body would remain calm, and in all probability stave off attacks until reinforcements arrived. In all dangerous crises a man must have control of himself and be able to retain his nerve and 'morale' and that is where discipline is necessary, for it often means subordinating the natural emotions and tendencies to the pressing needs of the moment.

"Lastly, enthusiasm. But it may be asked why, if a man possesses physical capability and a perfect sense of discipline, need he be enthusiastic? An automatic piano-player will play an opera with absolute mechanical precision, but a good orchestra playing the same piece of music will imbue it with life. There is the same difference between the unenthusiastic soldier and the soldier who has his cause at heart. The latter will put more into his work and get more out of it. Therefore, teach the American recruit to be enthusiastic. Teach him the causes of the war and the results accomplished up to date and he will go forward cheerfully to the end.

"By these means you will have a soldier who is physically fit, well disciplined, and enthusiastic. An army composed of such men would assuredly put the finishing touch on the common enemy; and who can doubt America, with her usual thoroughness in everything she undertakes, will see to it that her sons possess these qualities when they enter the firing line?"

Visit

"THE GIFT SHOP"

for

Your Holiday Shopping

SQUIRES, BINGHAM CO.

17 A Nanking Road

Mail Orders given prompt attention

Some of the Advantages of Shipping by

Wells Fargo & Company.

A written and descriptive receipt is issued for every shipment.

Shipments are accepted subject to valuation declared by sender, the Company assuming full liability therefor.

Small packages are transported in safety trunks to protect them from damage.

The Company accepts shipments subject to collection of transportation charges at destination in America.

The Company can arrange Marine Insurance, payment of duty abroad, and delivery to consignee free of all charges.

Shipments are delivered to residence or place of business.

If shipments remain undelivered at destination, the Company notifies shippers.

SHALL WE SPEED YOUR GOODS?

WELLS FARGO & CO.,

No. 8 Kiukiang Road

(Corner Szechuen Road)

OWEN WILLIAMS, General Agent.

Telephone 4241.

18 Studebaker 18

TOURING CARS

Four of which are furnished with a Winter Top

will arrive per s. s. KENKON MARU about the 7th of December

Owing to the great difficulty in obtaining cars from the United States, intending buyers are advised not to postpone the placing of their orders.

For particulars as regards price, etc., please apply to

THE SOLE AGENTS:

THE SHANGHAI HORSE BAZAAR & MOTOR COMPANY, LIMITED.

Garage Telephone: No. West 1213

"GOOD BYE, GEORGIE DEAR! you bought just what I wanted—

a box of SULLIVAN'S FINE CHOCOLATES.

They sure are some candies!"

SULLIVAN'S FINE CANDIES

11, Nanking Road

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

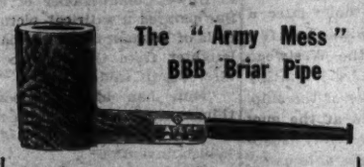
Shanghai's Favourite Shopping Place

THE "GLOW-WORM" WATCH

The time can be read in the dark with this watch.

These watches are medium size, nickel cases with bold Arabic-lettered dials. By an admirable arrangement of the dial, the time can be as distinctly seen by night as well as day.

Price **$5.50** each



The "Army Mess" BBB Briar Pipe

Made to stand on table, etc, thereby preventing the ash from falling out

Price **$2.00** each

The Famous Sir Morell Mackenzie Patent Pipe

Good quality Briar, vulcanite mouthpiece

Price **$1.00** each

Extra Cartridges, for above.

Price **10 cts.**

Smoker's Companion

As sketch Three BBB Briar Pipes with Hall-marked silver bands. In leather cars, lined.

Price **$20.00**

Trapeze Exerciser

As sketch, wood bar with strong ropes which can be shortened, ceiling hooks and rings

Price **$9.00**

Ladies' Wrist Bag

No. 173. Black seal leather, gilt fastening, strong leather handles. Size 8½ by 7¼ ins.

$7.00

The "Railway" Regulator Watch

A small size watch, nicket case, keyless wind, enamel dial, hold figures. Will give complete satisfaction.

Price **$5.75** each

Boy's Football

Made of strong hide leather, medium size. Complete with bladder.

$3.00

Spalding's Golf Clubs

Hand forged heads, shaft of best quality hickory, supplied in Drivers, Brassies, Irons, Cleeks, etc. .... Price **$4.00**

Golf Balls

Spalding's "Bob"	Price	**$0.75**
,, "Cinch"	,,	**1.50**
,, "New Black & White"	,,	**1.50**
,, Wood Milne "Kiddy"	,,	**1.50**

Terry's

Grip, Finger, Hand, Wrist and Arm Exerciser. Complete in box with chart.

Price **$2.00** per set

HOCKEY REQUISITES

Spalding "Victor" Hockey Stick

Straight grain, heads, solids handle bound with twine which gives a firm grip; assorted weights.

Price **$5.00**

Spalding's "Bulger" Hockey Stick

Good straight grained blades handle of cane, with rubber and whalebone splicing, assorted weights.

Price **$6.00**

Slazengers's "Fletcher" Hockey Stick

Good strong ash blades bound handles assorted weights.

Price **$5.50** each

Spalding's Basket Balls

Make of English pebble grain leather, best quality bladder. In two qualities.

No. 100 $7.50 No. 318 $14.50

Shillcock's "Macgregor" Association Football

Made of grain hide handsewn, will retain its shape with any amount of hard wear. Complete with red rubber bladder.

Price **$13.50**

Shillcock's "Clinker" Association FOOTBALLS

Handsawn cowhide case, match size. Will stand very hard wear. Complete with first quality red rubber bladder.

Price **$10.50**

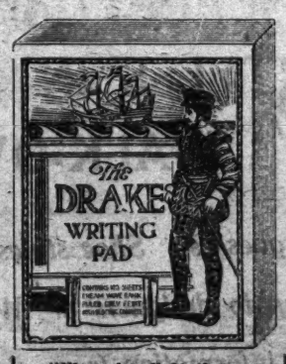
Shillcock's "Bulldog" Association Football.

Made from tested cowhide, handsewn throughout, match size. Complete with best red rubber bladder.

Price **$12.50**

The "Special" Association Football. Full match size, hide case The best value at the price on the market.

Price **$6.50**



"Kingsclere" Stationery

Antique Wove or Ivory Laid. 36 sheets notepaper and 36 envelopes. The Ivory laid has a beautiful smooth surface and for fountain or style pens is an deal paper. In neat cabinet.

65 cts.

The "Drake" Writing Pad

Contains 100 sheets Cream wove bank paper, ruled Grey feint with blotting complete.

55 cts. each

By "Land and Sea" Writing Pad

Containing 100 sheets Azure linen faced paper, with envelopes to match.

$1.00 each

The "Rosalind" Writing Pad

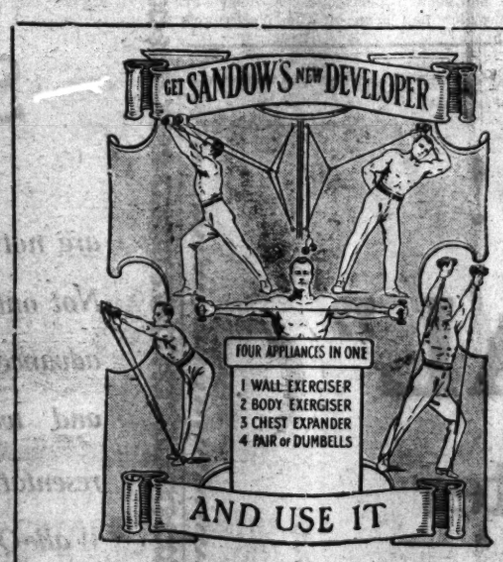
Containing 100 sheets White linen faced bank paper, with blotting-lined cover.

75 cts. each

Reliable Punching Ball The "County"

Case of strong Tan Sheepskin, complete with ½-in. rubber springs, stout leather straps, floor and ceiling fittings.

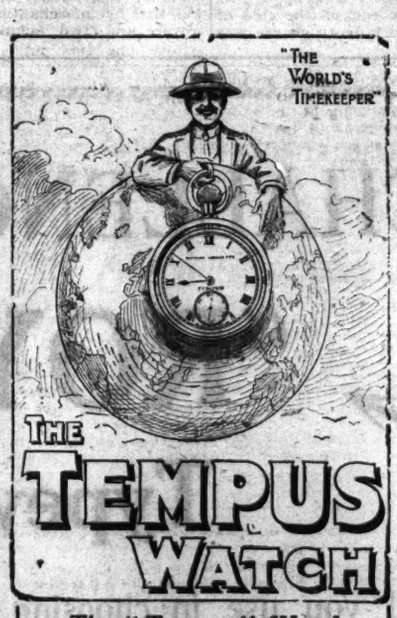
Price **$12.50**



This Developer

can be used as a wall exerciser, 6 strand chest expander, and as a body exerciser. Complete with chart.

Price **$9.50 each**



The "Tempus" Watch

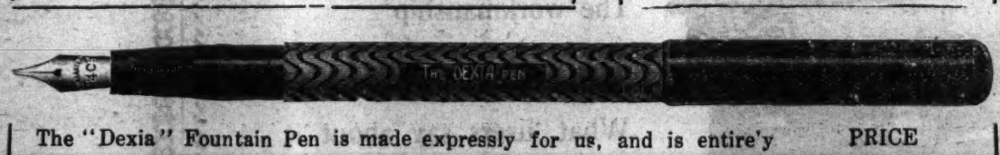
The Timekeeper of the East.

Nickel case, stem wind and set, dustproof dome, jewelled in 4 holes, Guaranteed good timekeeper.

Price **$2.50**

If you want a pen that will write for years without trouble, or that always seems to go easy at all times, **THE "SWAN"** is your pen. Many of our customers show us old favourite Swans they have been using for eight and ten years. There seems to be no limit to the life of a "Swan" Black vulcanite barrels, 14 ct. gold nibs fine medium and broad points.

Size 1.	Ordinary	Price	**$6.50**
,, 1a.	With clip	,,	**6.50**
,, 2c.	Safety	,,	**7.50**
,, 3.	Special	,,	**10.50**
,, 2b.	Safety	,,	**7.50**



The "Dexia" Fountain Pen is made expressly for us, and is entirely British made; it has the celebrated spoon food similar to the Waterman Ideal Pen. The barrel of the pen is of Black Vulcanite and is beautifully chased and the Nib is of Gold, 14-carat guaranteed. Length of Pen, 5¼ ins.

PRICE **$2.50** each

The "British Bulldog" Stylo

The barrel of this Stylo is of Black Vulcanite, strongly made, with best steel spring point for easy writing. In neat box. In two qualities.

PRICES **$1.25** AND **$2.00**

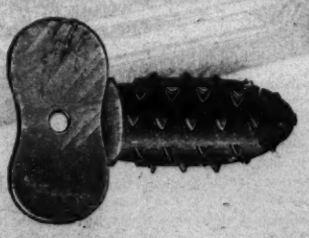
The "I C S." Pen, Made in England expressly for us. Best Vulcanite holder fitted with 14-carat Fine Medium or Broad Gold Nib. Has a similar feed to the best quality Fountain Pens. Can be had with Broad, Medium or Fine point. Complete in box with extra 14 carat Gold Nib, fitter and instruction.

PRICE **$1.75** Complete

Boxing Gloves

No. 26. Youth's size, regular pattern, Craven Tan leather, elastic wrist band, with palm of drab leather.

Price **$6.50** set



"Hedgehog" Tobacco Pipe Reamers

A handy little instrument for cleaning the inside of pipe bowls. Assorted sizes.

Price **45 cts.** each

The House for the Sportsman

Whiteaway, Laidlaw & Co., Ltd., Shanghai

The Store for Big Values

U-BOAT IS SUNK BY U.S. DESTROYER THAT FIRES DEPTH BOMB

In Running Fight Yankee Vessel Gets Near Enough To Drop Explosive

CONVOYED CRAFT IS SAVED

Other Enemy Vessels Sunk By Our Fleet—Only One Merchantman Sunk

Washington, October 6.—American destroyers have sunk a considerable number of German U-boats.

The first of a series of descriptions portraying the battles between these destroyers and enemy submarines was made public today by the Committee of Public Information.

The date of the first encounter, in which the U-boat apparently was sunk in view of a fleet of merchant ships under convoy, is withheld, as is the name of the destroyer engaged.

"A feature of interest attaches to this engagement," says the official announcement, "because it was the occasion for a letter of appreciation from the British Admiralty, which expressed admiration for the efficient and seamanlike conduct of the officers and crew of the American destroyer."

The account, as prepared from the Navy Department's report, follows:

Navy's Official Report

"The American destroyer first sighted the submarine in the early morning of a clear day. The sea was entirely calm, with hardly a ripple of foam. The submarine was running submerged, with only her periscope showing. A large number of merchant ships were in sight.

"The U-boat was less than a mile off the port beam of the destroyer and following a parallel course in an opposite direction when the periscope was discovered. It was throwing up a column of water several feet in height, so like a nearly spent torpedo that the officer of the deck thought for a moment that this was what it was.

"The next instant the destroyer changed its course sharply to the left and it headed for the U-boat at full speed.

"At the same time the forward gun opened fire on the periscope. The commanding officer ordered a course steered that would bring the destroyer across the wake of the U-boat a little in the rear of the periscope.

Depth Bombs Effective

"As the destroyer dashed across the line of bubbles a depth charge was dropped and a column of clear water shot thirty feet into the air. The destroyer turned to the right, swiftly circling, and a starboard gun opened on the periscope as she came across the U-boat's wake again. Again a column of clear water showed that the depth charge had not reached its mark.

"Another quick turn to the right brought the starboard gun to bear, but this time the destroyer turned so sharply that she was able to come down for the third attack in the wake of the submarine. The third depth charge brought up a column of clear water and the destroyer wheeled once more, this time to the left, and all the port guns opened up, but without visible results.

"The last time the destroyer came to the attack exactly in the wake of the U-boat and ceased firing. As she neared the end of the line of bubbles the fourth depth charge was let go and there followed a widespread boiling of the surface of the sea, large bubbles and at last a heavy film of oil.

"The destroyer spent some time looking for further trace of the U-boat, but none was found. She then proceeded on her course. The engagement lasted twenty-two minutes."

One Sunk, One Damaged

Secretary Daniels tonight also authorised the publication of a summary of the report of the commander of the American armed guard on the steamer Westwego concerning a battle which occurred between a large convoy of merchantmen and destroyers on the one hand and German U-boats on the other.

There have been numerous versions of this battle, one of which was that five merchantmen, two destroyers and two submarines were lost. The Navy Department statement says:

"One merchant ship was sunk and another badly damaged in an attack of enemy submarines on a large convoy of merchantmen. These were not American vessels. The exact number of submarines engaged could not be determined, but the general belief was that there were six.

"The first intimation of the attack which the Westwego received was the torpedoing of a merchantman some distance away. The propeller and rudder of this ship were blown away and there was a large hole in the stern. She was afterward towed into port.

"At almost the same time a tanker was struck squarely amidships by torpedo. This ship sank rapidly. U to this time no one on the Westwego had seen a periscope. A destroyer which had been off the Westwego's starboard beam turned back and dropped two depth bombs. Flying debris and oil on the surface of the water followed one of these explosions.

U-Boat Near Westwego

"This marked the end of the attack. Various reports from different ships as to the number of submarines sighted were received immediately after the attack. They did not agree, but, as stated, the general belief after comparing the different reports was that there were six U-boats in the attack.

"Less than half an hour later a periscope appeared within a few yards of the side of the Westwego and drifted astern, where it quickly disappeared in the wake of the ship. Destroyers concentrated at the spot and the periscope presently reappeared more than half a mile away. It was visible for a few minutes only. The destroyers continued the search, but nothing more of the U-boat was seen. If she attempted to torpedo any of the ships in the convoy there was no sign.

"The remainder of the voyage was uneventful."

New Legs For The Old Ones

At a sporting fete recently held at Sidcup, England, many crippled Tommies appeared on the field wearing the newly devised crutch. The legs are made of telescopic tubular steel adjustable to any height, and fitted to socket plates of aluminum on a leather belt. The wearer is able to sit in a vehicle or at a table in comfort and perfect freedom is allowed for the use of the arms. The crutches are adjustable to a belt. Thousands of these crutches have been distributed and thousands more are being made for crippled soldiers.

NO PEACE, NO POLITICS IN U.S. WAR MISSION

Washington, November 11.—The war mission will not discuss peace or politics, is the decision arrived at.

MEN SATIRISED BY MRS. W. J. BRYAN

Always Opposed Things That Make For Progress, Including Baby Buggy

New York, Oct. 16.—Mrs. William Jennings Bryan was applauded for three minutes last night when she was introduced at the Suffrage rally at Cooper Union by Chairman Frederic C. Howe, Commissioner of Education. She painted a satirical picture of the evils of Woman Suffrage that brought laughter from the audience of 3,000. Mrs. Bryan said in part:

"Man has always opposed those things which spoke for progress. He referred to the first matches as a hellish invention.

"The cooking stove too was thought by him to be dangerous, and the baby buggy was looked upon as a device which was certain to carry woman daily miles from her home and cause neglect of her duties.

"Street lighting was opposed as bound to increase immorality and to cause people to prowl about the streets all night.

"It has even been suggested that mankind might die of unrequited love if women were granted the right to vote, and that woman would die of exhaustion when she came to voting day in and day out.

Poor Judges Of Women

"Men are poor judges of women, even after long association, when they permit themselves to believe that we are going to lose our feminity because of getting the vote. We cannot possibly lose it, as it is woven into our very fabric.

"Our boys and girls must be taught at home to meet the responsibility of citizenship. Who but the mother should be pre-eminent in this work and how is she to measure up to the task if deprived of the opportunity to share in the talks of Government?

"Man and woman must come to co-ordinate and supplement each the work of the other, physically, mentally and spiritually, in a manner calculated to make for the betterment of the world; and the ballot is one of the best instruments to this end.

"It is not claimed that the ballot in the hands of women will prove a panacea for all ills, but it will make for improvement. And the ballot for woman is absolutely essential for the protection of the wage earners among women."

Rabbi Wise Not For War

Rabbi Stephen S. Wise said he was for woman suffrage because Elihu Root was against it.

"Then why are you for the war?" asked some one in the audience.

"I am not for war," flashed the speaker. "I'm for America."

He declared America could not honestly say it was fighting for democracy if it refused to grant its women the vote. If the women lose on Nov. 6, he said, she will be justified in refusing to aid the war.

Joseph Barondess and "Oklahoma Kate" Barnard also addressed the meeting.

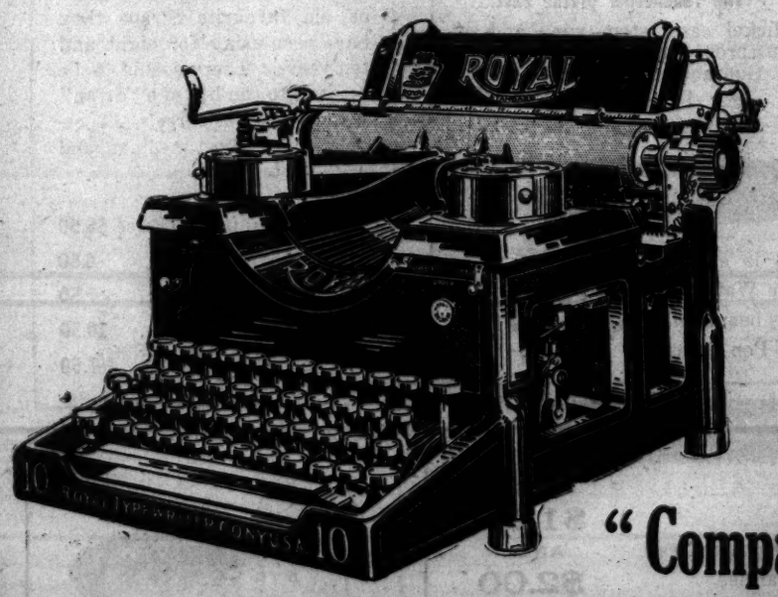
H. A. L. OFFICES SEIZED

New York, November 11.—The offices of the Hamburg-American line have been seized by the government.

A CHALLENGE!

Judge the → "ROYAL" Typewriter

by any standard you use in choosing a typewriter:



The appearance
The workmanship
The work it will do
What users say about it
The factory that makes it
The company back of it

:——

"Compare the Work"

Apply for free demonstration and further particulars to

THE SOLE AGENTS:

GIBSON & STEWARD

8a Peking Road, Shanghai. Telephone, No. 4756

WALK-OVER SHOES

Everybody wants handsome shoes
Everybody can wear them :——

STYLES IN WALK-OVER SHOES

are not guesses. Shoe styles follow the mode in clothing. Not only do designers of WALK-OVER SHOES secure advance information from clothing designers of what men and women are going to wear, but a special representative makes regular reports from Paris to the Walk-Over designers.

From Tip to Heel a Walk-over Shoe is made on the Know-How Plan.

THE KNOW HOW PLAN

comes from 43 years of experience

WALK-OVER SHOE STORE

"THE HOUSE OF SERVICE"

17 Nanking Road

Try our mail order service
Prompt attention guaranteed

China Realty Co., Ltd.

LAND FOR SALE

Building lots in all parts of both English and French Settlements.

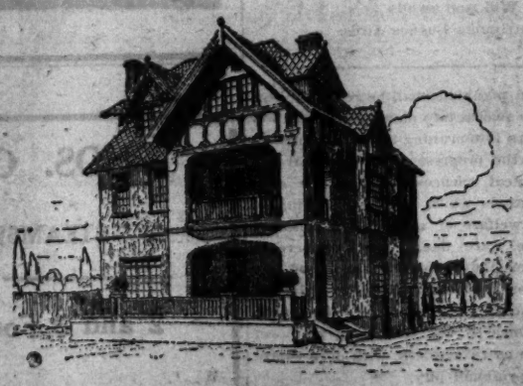
Sites for Mills and Factories — with water frontage.

Central District property for sale.

HOUSES FOR SALE

New detached residences, with all modern improvements — garage, tennis lawns, flush closets.

Terms to suit purchasers.



For Investment

We have for sale both foreign and Chinese residential property that make very attractive investments.

For full particulars, apply to the undersigned :

China Realty Co., Ltd.

ARCHITECTS AND REAL ESTATE

39, Nanking Road

The China Press

PUBLISHED EVERY DAY IN THE YEAR 1 XCEPT ON MONDAYS AND HOLIDAY

CHINA PRESS Incorporated, Delaware, Publishers

Uses Of 'Moral Passion' In War

Deep Emotions Necessary In Arousing Civilised World Against Prussian Outrages—Difference Between Honest And Ignoble Passions Of The Combatants

By George Trumbull Ladd
Professor Emitus of Philosophy, Yale University.

ALL peoples, when waging prolonged war, are liable to be subject to recurrent waves of fear and hope, of exultation at success achieved and the prospect of speedy final victory, and of disappointment perhaps sinking down close to the borders of despair. They are also pretty sure to take varying views of the perfect justice of their own cause, and also of the tolerance which ought to be shown to the enemy in case they become able to offer from the standpoint of an admitted superiority, not to say dictate, the terms of peace. So, too, the feelings and resolves of Government, even if it does not become essentially changed during the progress to the war, and of the majority of the people, especially where the people in any real and effective way control the Government, may be very much embarrassed and even greatly modified by a persistent recalcitrant minority.

In these important respects both sides in the present conflict are subject to the same influences from the changing or more permanent character of their motions. Besides this kind of parity, let it be conceded in addition that, with the exception of the Turks, the greater nations on both sides have hitherto had the fidelity and courage of their soldiers enflamed and supported to a commendable extent, perhaps to a larger extent than in any great war before, by the emotions of patriotism and the intention to do their duty by their country, as they understood that duty.

But after we have made all these admissions, we cannot fail to discern, if we see at all truly, that there are very great differences in the morality of the motives with which the Governments and press of the two sides have fed the passions of their respective peoples. In saying this we do not overlook or minimize the effect which the course of the Teutonic Allies has had upon the Entente Allies in forcing them, in opposition or contravention of their normal and cherished attitudes in such matters, into states of emotional excitement similar to their own.

There is no doubt, however, that Germany has fed her people, and her allies, and the whole world of would-be neutral nations, with the ignoble passions of suspicion, jealousy, greed, hatred, conscienceless and gratuitous and horrid cruelty, by an unbroken system of monstrous lies. None of the peoples who are now her confederated enemies has been guilty of the same criminal motives to anything like the same extent, while the methods of the soldiery of the Teutonic Allies in carrying on the war will not bear comparison with those of the British, French, Italian, and Japanese soldiers in any notable moral aspect whatsoever. . . .

We need now a large accession of moral passion, of the right kind and degree of such passion. And this, not only because it is only this which incites and supports the right good-will to fight, but also because it is this which chiefly justifies and sustains the hope and prospect of the final victory, to be followed by a lasting and satisfactory peace. The nations which hold out in this kind of passion are surest in the end to win. Already the Teutonic allies seem on the eve of internal dissensions; and it is daily becoming more evident that they hate and fear one another. But the Entente Allies, and the more since we have joined them, are constantly becoming more united in the feelings of friendship and in their passionate determination to drive from the face of the earth the abominable system of government which has suffused and transformed the peoples whom it dominates at the present time.

Let us specify particulars. We need a great accession to the intensity, and a marked improvement to the quality, of the moral passion of patriotism. I do not mean patriotism of the "whoop-it-up-for-Old-Glory" fashion, or the sort that warms the heart of the candidate for re-election in his stumping campaign. The moral passion of patriotism is not inconsistent with feelings of shame and contrition for the many failures and blunders and crimes of the nation; on the contrary, it makes these feelings a matter of moral obligation. It may burn fiercely in the heart of the man who, like my missionary friend, returned to his life-work in China, declaring with sadness that America had become "a paradise of fools."

But, indeed, what we have suffered at the hands of the Germans demands and justifies far different sentiments and activities. They have insulted the nation in the person of its Ambassador; they have deliberately planned the invasion of our territory, and their arrogant and ruffianly war lord, and the party of his choosing, hae threatened to "deal with us" after their pattern in dealing with Denmark, Austria, France, and little Belgium, when their day of opportunity was ripe and their power grown sufficient; they have placed explosives in our shipping and under our bridges; they have organised strikes in our factories and mines; they have filled the land with rascally spies and organisations intended to corrupt and render disloyal our citizens; they have endeavored to embroil us in secret suspicion and hatred and outbreaking strife with other friendly nations, and they have cruelly murdered hundreds of our people, including women and children. They have conducted these things through their official representatives, while as yet we were at peace with them. And all their apologies and protests of good-will have been characterised, so far as they had Governmental authority, by the spirit of hypocrisy and falsehood.

Now, all these things are intolerable, are such as not only indelibly to dishonor, but even to imperil, the very life of the nation. And if that life is not worth the saving in a self-respecting and honorable existence, then the lives of none of us are worth saving. These things call for hot resentment and determination to thwart and to punish them. And nothing short of this uncompromising attitude toward such enemies of the Republic, until they have repented and brought forth fruits mete for repentance, can claim recognition before the conscience of the nations as the right sort of the moral passion of patriotism.

Another class of facts is entitled to arouse another form of moral passion which must be heightened to enforce our determination to end this war only in the complete defeat of a Prussianised German Empire. Yet with regard to these facts and their appalling significance the people of the United States are still far too ignorant and indifferent. These concern the Pan Germanic Kultur which developed in the diseased imagination of the Kaiser, which has taken an even more cruel and relentless form in the mind of his eldest son and of the party which he represents, has captured and corrupted the universities and pulpits of the nation, and has been sedulously distilled into the minds of the people, including the school children, and almost the infants in arms, of the entire empire. This Kultur, as a matter both of theory and of practice, makes of the German State, as coming to its head in the God-crowned Prussian King, now hailed Emperor of the German Nation and dictator virtually of all Teutonic peoples, a fetich ideal, that is really to be worshipped and served as above all moral ideals human and divine. It glorifies force; it justifies expressly, in its military and civil code and practice, the use of any means whatever to attain its ends. It is the dream of a world empire to be established at the cost of whatever "frightfulness" seems at any moment in its career or madness and crime desirable to accomplish the result.

Now, when such facts are brought to the attention of the average American citizen his emotions are apt to be those of amusement and incredulity. To his good nature and hard common sense it seems impossible that any intelligent people, such as he has always supposed the Germans in a high degree to be, should indulge itself in so absurd and impracticable notions. Convince him of the truth of these facts and he begins to wonder—not unwarrantably—at the stupidity, in political affairs, of those who entertain them; and he may cherish mild feelings of disgust. But what should be his emotions when he learns that this Kultur has built up the mightiest armies which the world ever knew; was fast building a navy with the express purpose of contesting the control of the seas with the peace-protecting navy of Great Britain—for that is what for more than two generations the British Navy has actually been; has enlisted the services of some of the brightest of scientific minds; has brought under control all of Central Europe and the Empire of Turkey; was on the point of laying an unshakable grip upon the Far East; has taken intelligent account of South America and Mexico; had its spies and promoters selected and bribed in the very midst of us; and had it not been for the battle of the Marne, would without doubt, have already made the immense stride forward which it planned to make by deliberately initiating this war?

Are not these indisputable facts enough to arouse the emotions of passionate resentment and horror, and the firm determination not to withdraw our hands, or listen to any terms of a compromising peace, until this monstrously immoral system of so-called Kultur, with its coolly adopted and ably argued methods of frightfulness, are forever placed hors du combat? It would seem that the heart which does not respond to this call for the moral passion of a love of human liberty, for the determination that a place for free government still be reserved wherever the people desire it and can prove themselves worthy of it, is not the heart of a true American. But, rather, is not the lack or deficiency of this kind of moral passion far from becoming or safe for those who think themselves entitled and qualified to live under a republic or under any system of a truly democratic Government?

Perhaps less needs to be said possibly nothing at all, to arouse our people to the moral passions appropriate to the narratives of fact as to the ways in which the Germans have conducted this war. Our allies call them "Huns," and we are fain to dismiss the subject in this way. And, indeed, acquainting one's self with the bare facts is a somewhat awfully dispiriting task; they are so intrinsically incredible, so discreditable to human nature, so disturbing to our traditional confidence in conventional Christianity, and even to our faith in the justice of God. And then they are rendered so intolerably nauseating by the attempts to justify them in the name of a respectable war policy—if, indeed, as we were wont to believe, there is any such thing. And the emotions excited culminate and break in a wave that sounds of despair when we listen to the name of God coupled therewith.

The sane moral consciousness of the modern world deplores the enormous loss of material goods and the incalculable sufferings that are the normal, the inevitable accompaniments of the condition of all wars, whether civil or international. It recognises the deplorable fact that looting and arson and devastation and killing can never be banished from war, by Hague Conferences or Leagues to Enforce Peace. It longs for the time when mankind shall be ready to beat their swords into plowshares and their spears into pruning hooks. It foresees that the progress of the physical and chemical sciences, with all the contributions which they are making to the welfare of mankind in times of peace, are likely also to increase rather than diminish many of the horrors that mankind must endure if they consent to go to war. Therefore, in times of war it accepts many of these extravagances, with deep regret and profound pity.

But this order of feelings does not

(Continued on Page 13)

Philippines Senate Approves Sending 25,000 Men To Fight In Europe

President Quezon's Eloquent Tribute To America

PRESIDENT Manuel L. Quezon of the Philippine Senate speaking on the evening of November 5 at the regular session of the upper house defined the attitude of the Filipino people in the present war. The session hall of the senate was packed to the limit with eager spectators. Governor General Harrison, Speaker Osmena, memebers of the Philippine cabinet, members of the house of representatives, prominent government funotionaries, prominent business men, officers of the army, of the constabulary and of the national guard, all crowded the senate building taxing it to its full capacity.

"It is necessary," President Quezon began, "that we should define our attitude. When it seems that the whole edifice of civilisation for centuries constructed, is tottering, we who are not savages, we who are a conscious people, not only living in the world but with the world, we can not be indifferent towards the present catastrophe that is taking place before us, and it is our duty to fix the place where we should be, ready to contribute with all that we have, little though this be, to the cause of humanity.

"Gentlemen of the Senate: When it was least expected, when the concentrated efforts of the apostles of peace seemed to have born fruit; when treaties were being signed by nations to the end that none should resort to arms, without first submitting to the tribunal of arbitration; when the volumes and the branches of international commerce have acquired such big proportions that a rupture in big scale of those nations seemed to be impossible without destroying the economic life of the world, when even the pessimists, who saw in its diplomatic controversy, a motive for a war, were beginning to lose their fears and believe in the reign of universal peace, the roar of the cannon came one day to surprise the whole world. The feared war has become a reality, and since then the most repugnant butchery has amazed the contending nations and dyed in red not only the land and the seas, but also the space above.

"The occasional cause of this war may not concern at all the critical observer of the history of peoples. The death of the archduke of Austria may not have taken place, and yet we may still have this conflagration. The majority of the European nations have already revealed a goodly portion of the mysteries that we may safely assert that, given the policy adopted by the great powers, the relations between them and the high level of the present civilisation, war was inevitable; it had to come, sooner or later. It could only have been averted had all of the nations agreed to desist from their imperialistic policy and have governments constitute upon a democratic basis.

"But even then, there would have been shedding of blood, for instead of international war, we would have had revolutions. This is in fact, a war of ideas and principles; it is the struggle of the humanity that goes against the humanity that is to come, between, the political philosophy of the past and the political philosophy of the future, and each trascendental change in the thought and feeling of the human race has demanded victims and great sacrifices.

"In our condition as a subject people, it will be improper for us, and it is not our desire, to constitute ourselves as judges of any of the belligerent nations. It is enough for us to define our attitude, to know that America is taking part in the war and the purposes that prompted her to enter the struggle."

President Quezon then made a brief review of the actual state of affairs when the United States declared war against Germany and then read a portion of President Wilson's message to Congress when the war was declared after which he continued thus:

"This is, gentlemen of the Senate, the real significance of the present war, as it was set forth by President Wilson. The past little affects us. We can thrust aside the fact that all of the contending nations, without exception, have violated those same principles of justice, democracy and liberty that President Wilson has declared and proclaimed. It only interests us to know that in the midst of downtrodden humanity, up springs a paladin who is decided to make them triumph even at the cost of the greatest sacrifices of his own people. And since that people has accepted the sacrifices, I would like to ask all honest Filipinos, who believe in democracy, love liberty and adore democracy, what it behooves us to do in this critical hour when democracy, liberty and justice are being tested?

"The Filipino people has already responded. As soon as the contents of the message of the President were known, the municipalities and the provinces, moved by one impulse, adhered to the cause that America has made her own. Who does not remember that grand and impressive parade of loyalty which is a worthy crowning glory of the popular movement, took place in Manila on May 5 of this year?"

The secretary of the senate was then ordered to read the description of the demonstration as published by the La Vanguardia and the El Ideal, two Filipino dailies, the former being an independent organ, the latter being the organ of the party in power. An editorial of the paper of the opposition party, Consolidacion Nacional, praising the movement and adhering to America's cause was also read.

After speaking of the offer made by the militia commission to the Governor General and the Governor General to the President of the United States of 25,000 men to fight in Europe side by side with the allies, President Quezon said: "If we believe that America is enslaving us, if we believe that America has not fulfilled its pledges to the Filipino people, let us take advantage of this only opportunity in which she is engaged in a war and declare war against herself. If we do not do this, we are cowards, for a coward is the man who speaks much of liberty but does not know how to die for it. On the other hand, if we think that America is sincere, if we think that America is noble, if we think that we have been fairly treated by her, let us show her our gratitude by siding with her and upholding the cause that she is upholding.

"Let us throw a retrospective glance over the past. This liberty, this progress we are now enjoying, we owe to the American nation. From the remotest corner of the Islands come messages of peace and progress. America is entitled to our gratitude. And the time has come for us to show her that we are grateful.

"The Philippines want to take part in the struggle. It must take part in the fight. Let us not lose this opportunity offered us to seal with our blood our love for liberty. And I know that the dauntless sons of my native land are ready to accept that sacrifice. We are given an opportunity to show that we are a nation, to assert our legal international personality, to show that we are not a group of savages, but that we are a people, lovers of liberty and ready to die for it.

"If we adopt a passive and indifferent attitude in the present war, with what face shall we appear before America and the tribunal of nations after the struggle when right shall have conquered might? But if we take advantage of this opportunity, with what pride shall we appear before the tribunal of nations, bearing not only liberty bonds but also mourning for the loss of thousands of our brothers who have struggled and died, not for America but because America had declared that she is fighting for humanity, for the liberty and protection of weak and small nations! How can America then refuse to grant what we want of her?

"I do not know if it shall be our fate to participate in the struggle. But I know that if America accepts our offer, there will be no necessity of enforcing obligatory military service here. There is no necessity for such a law. I know that there are Filipinos, honest, courageous Filipinos who know how to die for liberty's sake. A passive indifferent attitude under the present circumstances is unworthy, degrading. It is not proper for a people to be sending pledges and resolutions of support when that people is not ready to back them up with deeds and actions. It will be sheer hypocrisy, and hypocricy is the daughter of cowardice.

"I know members of the Filipino War Veterans Associations, of prominent generals and leaders of the past, of men under whom I fought in the days of yore, who are determined and ready to leave the peace and independence of their present country lives, and go to Europe to shed their last drop of blood, only to show that they love freedom—that for it and their country they are ready to die.

"Nobody will deny that under the present circumstances there is but one organism which can speak for the people, and it is the legislature. At its opening session a resolution was passed unanimously pledging the President of the United States the loyalty and with her wealth she can afford to America's cause in the present war."

The secretary of the senate was ordered to read the resolution passed by the lower house addressed to President Wilson. Then President Quezon continued: "The will of the people is here. And it is not necessary to reason it out to comprehend why under the present circumstances we acted as we did. In this war, we have more vital interests at stake than America interself. The triumph of America will bring greater benefits for us than for America. The victory of America is an absolute and essential condition so that we can see our ideals materialise.

"In this war between America and Germany, the liberty of America as a nation is not endangered. Nobody will say that even if luck favors the Teutonic arms, America will lose her national liberty. She may lose her colonies, she may be compelled to pay a heavy indemnity. And America, for her prosperity, for her national development, does not need her colonies and with her wealth she can afford to pay the indemnity.

"What about the Philippines? From the moment it has been declared that the fundamental question in the present war is whether or not any people, weak and small though it be, has the right to govern itself, the Central Powers do not have the obligation of recognising that right. They may accept, and I think that they will accept the theory that their triumph means the loss of liberty of the small nations, challenging all the noble sentiments and feelings of humanity because they have conquered.

"What hope then can we have when all our dream of liberty and freedom is based on right and reason, and when we believe that we can only win it by means of justice and right? And yet, there are some of us who think that we have nothing to do with the present struggle, that the offer of 25,000 men to fight in Europe is merely sending our brothers to a slaughter house without any justifiable reason. This is told in ignorance of the facts or in bad faith, or both, probably both, and it is to be regretted. But it must be made known that we are not going to send our brothers alone but we will go with them, for we are not of those who send others while they remain.

"No, we shall go and fight side by side with them, to fight for peace; may God grant that that longed-for peace speedily come,—and that America will emerge triumphant in the fray, and with the victory of America the eternal recognition of the supremacy of right over might, of democracy over tyranny, of liberty over slavery."

President Quezon's eloquent speech was constantly interrupted by enthusiastic and patriotic outbursts of applause, and at the end the Senate unanimously adopted a resolution to the effect that it adopted the sentiments expressed in the speech as its own.

Weekly Cruise Of The Good Ship 'News' By J. J. Leibson

The German plots more brazen grow
With each new revelation;
The crafty hand
Of Berlin planned
To spare no neutral nation;
Bill Kaiser, pleased with Satan's role,
Sought honors as Iago.
And Sons of Shirk,
The "I Won't Work,"
Were raided in Chicago.

T. Roosevelt called La Follette names;
The Reichstag's called to state its aims,
While Hunger's voice
Made Russia's choice
And called the Finnish Diet.
The Peace Dove calls where no one hears;
Siam is calling volunteers;
But best of all
Rings Autumn's call;
And Bryan's queerly quiet.

The cost to keep a cat in milk
Would dress a cow in finest silk,
While baby's health
Would tax the wealth
Of banks to pay the dairies.
The English Tommies got a raise
Of sixpence each for fighting days
And German guile
Will stop awhile
Intriguing Buenos Aires.

YOUR INSURANCE

FIRE, LIFE, MARINE, MOTOR CAR
at lowest current rates

Yangtsze ..... Fire
Equitable ..... Fire
South British ..... Marine
New York Life ..... Life
Railway Passengers ..... Motor Car

(*Accident, Fire, Third Party, Theft*)

Andersen, Meyer & Co., Ltd.
6 Yuen Ming Yuen Rd. Tel. 778

CONGO ROOFING
NEVER LEAKS

Congo is the "Never-Leak Roofing."
Looks like rubber—but never hardens and never cracks
Defies water, acid, sun and fumes.
Fire-resisting, durable, low in price, light in weight, high in quality.
Comes in rolls ready-to-lay—any one can do the work. No special tools required.
Send for Free Sample
EASTERN TRADING CO., LTD.
38 Canton Road.
WRITE TODAY FOR FREE SAMPLE

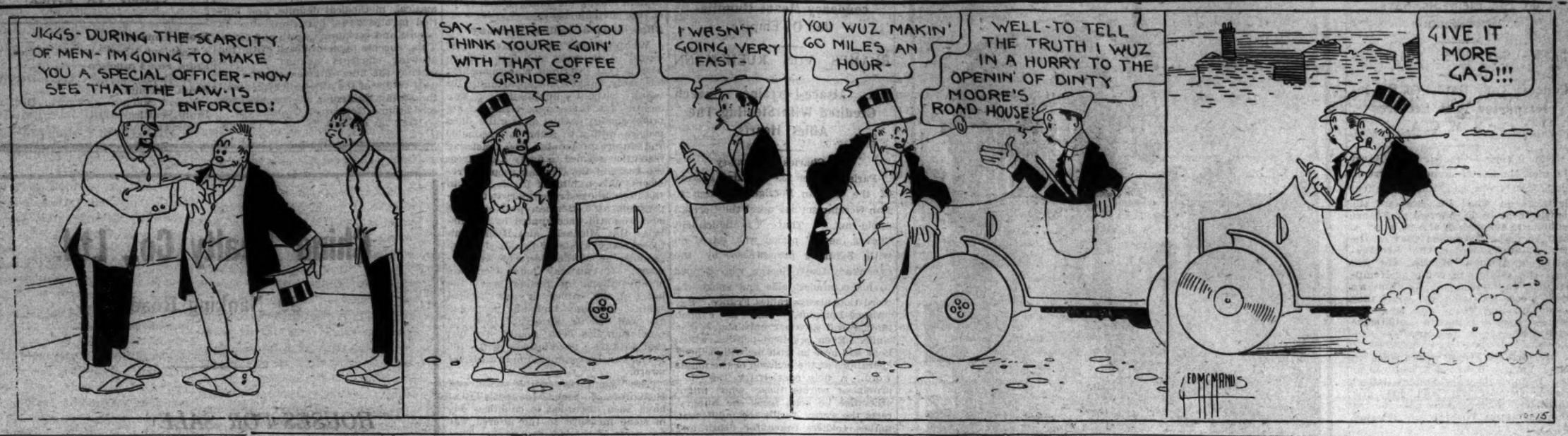
"Falconite"
The Enamel that produces a "Mirror-like" Surface

Falconite Enamel is representative of all that is best in modern manufacturing methods.
Colour - - - —Snow White
Surface - - - —Brilliant and Mirror-like
Consistency —Slightly thicker than good body Varnish but flowing as freely and setting with the same ever brilliance.
Falconite gives a smooth procelain surface that allows neither dust nor dirt to accumulate—is elastic durable and will always remain White.
Specified by all the leading Architects
Further Particulars from :—
WHC Wilkinson, Heywood & Clark, Ltd.
SHANGHAI

THE KAILAN MINING ADMINISTRATION
KAIPING Coal Coke
For all Industrial and Household Purposes
Offices: No. 1 Jinkee Road, Shanghai

THOS. COOK AND SON
STEAMSHIP AND RAILWAY TICKETS.
2 and 3 Foochow Road, Shanghai
Telephone 2203 and 2218

Bringing Up Father — By George McManus


JIGGS-DURING THE SCARCITY OF MEN-I'M GOING TO MAKE YOU A SPECIAL OFFICER-NOW SEE THAT THE LAW IS ENFORCED!
SAY-WHERE DO YOU THINK YOURE GOIN' WITH THAT COFFEE GRINDER?
I WASN'T GOING VERY FAST-
YOU WUZ MAKIN' 60 MILES AN HOUR-
WELL-TO TELL THE TRUTH I WUZ IN A HURRY TO THE OPENIN' OF DINTY MOORE'S ROAD HOUSE!
GIVE IT MORE GAS!!!
GMCMANUS

Daily Home Magazine Page

Love, Home and Table Topics By Clever Writers — *A Good Page to Read in the Leisure Hour*

Little Bobbie's Pa

By William F. Kirk

How did yure face git so dusty & yure new sute? sed Ma to Pa when he got hoam yesterday You look like war on three fronts, sed Ma. I saw a moving picter of the big muss oaver thare, sed Ma, & you remind me of it.

Well, sed Pa, I will tell you how it was. I had to go oaver to Newark on bizness, & my old pal Jack Conover took me for a littel spin in his new Twin Ten, sed Pa. That boy is a speed demon, sed Pa. He minds the traffic cops like Bobbie minds me, sed Pa.

One of these days you will meet with sum awful trubbel that way, sed Ma. We are whizzing thru life fast enuff as it is, sed Ma, what with war & revolushuns, without burning up gasoleen in thrilling rides with Deth, sed Ma.

We dident go vary fast, sed Pa. The Twin Ten had a cold on its chest, or sumthing, sed Pa, it ran about as smooth as Niagara Fals, sed Pa. Jack eeven offered to sel it to me, said Pa, but I toald him to sell it to sum cowboy.

You dident tel me you were going to Newark, sed Ma.

I dident know I was going until the last moment, sed Pa. I saw a chanst to cleen up a littel dough on a new job, sed Pa, & so I hopped a rattler & went thence, sed Pa. I am a man of ackshun, he sed to Ma, with a mind like a gat-ling gun.

Did you maik sum munny in Newark, sed Ma, & if so, have you it with you at the present riteing?

Oh, sed Pa, that part will cum laiter. I will have plenty of currency to show you within ten days, Pa sed. Newark is ag rate city. The bizness men thare saw my proposishun in flash. They aint cold-blooded oaver thare, sed Pa, thay warm up to you.

I wish sum of yure frends wud taik all of us out for a ride together one of these Injun summer days, sed Ma. I am sure yure wife & littel child has as much appetight for fresh air & butiful Seenery as you have, she sed.

Oh, that part can be arranged eesy enuff, sed Pa. Old Jack is throughtful that way. He was asking me if I didnt want him to taik us all out sum day wen he gits a better car.

I git a lot of that kind of ottomobeel rides, sed Ma. I wish I had a dollar bill for every car ride sum of yure frends was going to taik us on. I wud be abel to fin-ance the first yeer of the Big War, sed Ma.

My frends all think of me & my fambly pritty offen, sed Pa Dident you have two rides last week in two different ottomobeels?

Of course I did, you deer boy, sed Ma. I was only having my littel joak. Are we going to see that new play tonite, the one that yure frend rote?

I dident get the tickets yet, sed Pa, we will go sum other nite. A trip to New-ark always tires me out, sed Pa, & leeves my spirits deepressed.

Yes, yes, I understand, sed Ma, you hav had yure littel whurl & now it is up to yure fambly to have a nice restful eevning with you. Well, sed Ma, that sutes me. It is rain-ing out anyway & I guess you have had about enuff moist-ure for one (1) day. I suppoas yure ride in that Twin Ten made you see alittel double, too, dident it, sed Ma. You look kind of dazed.

But Pa dident anser, he was asleep in his chair.

Use Of 'Moral Passion' In War

(Continued from Page 12)

match the behavior of the Germans and their allies in the conduct of this war. Beginning as they did with the theory that war is the normal and healthy condition of the State, that the German State is subject to no higher law, and that its lawful method is that of frightfulness, they have encouraged or tolerated the rape of women, the bayonetting and mutilating of children, the poisoning of wells and of the cattle of neutral peoples—as in the Bucharest affair—the starving and abuse of prisoners, and the massacre or enslavement of non-belligerent populations. For such things as these there is need of another degree and kind of moral passion. It must be a fire kindled to an intensity which shall be abated only when these things, whether there be other wars or not, in the near or the remote future, shall no longer be possible for nations that lay the slightest claims to a place among the civilised.

When we come to consider what feelings are appropriate to the entertained and exposed toward those who, in the midst of us, are doing what they well can to make the nation impotent for the playing of its part in the great struggle for righteousness and freedom which now engages pretty much the whole of mankind, the case is not by any means so clear. Certainly, there is danger here in both of two opposite directions. There is danger of indifference and excessive leniency. There is danger of sudden passion and excessive severity.

Certainly, the nation has as much right to persecute, as outlawed, institutions whose aims are the destruction of constitutional liberties—as the aims of the I. W. W.'s are reputed to be—as it has to deal in this way with the Mafia or the organised traffic in the white slave. Certainly, it has also the right to put its hand over the mouths of those who, whether in the Senate Chamber or on the soap box, advocate sedition and resistance to the measures legally authorised for the carrying on of our part as a nation in this universal war. The time has come for individuals as well as peoples to take sides; and they who take one side or the other, however conscientiously, must do so prepared to accept the consequences. But in all such cases the emotions of pity and brotherly kindness may well enough mingle with the sterner feelings of disapprobation and anger.

After more than three years of warfare the Entente Allies now surpass their enemies in numbers, wealth, supply of ammunition and food, and skill in the practice of war. But all this lays the final issue more heavily upon the things of the spirit. No other confession of their own stupidity is more notable on the part of the leaders of the German Empire than that implied in their need to study the psychology (sic) of their enemies.

They calculated that Great Britain would not for "a scrap of paper" enter the war; that the natives of India would revolt; that they could stir the Mohammedan world to a holy war; that little Belgium would not resist; that the United States loved its dollars and feared force so much that it would bear all manner of outrages at their hands; that Japan could be bribed to combine with Mexico, and that China could be bullied to the end of time. They thought, in fine, that all others were like themselves in their psychology! And now that they have discovered their mistake they are relying chiefly on the superior loyalty and indomitable courage and willingness to endure hardship of their own people. For is not the German spirit heaven-high as respects these qualities above that of all other nations? Well, we must match them, we must outdo them in all this. For now the issues of the war depend more than upon aught else, upon the things of the spirit. It is moral passion which will carry the day at the last.

Against what, or whom, are these moral passions to be directed, in order that they may be fitly and effectively directed? Against the head of the German Empire, the insane dreamer of a dream that he could bring the world to bow to his will, as some would have us suppose? Yes, but not against this man alone. Against an autocratic and militaristic Government, that must be made impotent before the world can be safe for democracy? Yes, but not against this Government alone. If the Germans like it and want it, they have the same right to it that we have to our republican Government. And nothing, it seems to me, can be more unfortunate, or more likely to prolong the war and embarrass a reasonable peace, than to create the impression that our chief aim is to open an impassable gulf between the people and the Government of the German Empire. If they elect to remain political sheep in relation to those who make and keep them sheep, they are not worthy of anything else.

We are fighting a nation that has allowed its Government to convert them into a pack of ravening wolves. We are fighting a Prussianised German Empire and the Austrians, Hungarians, Turks, and Bulgarians, whom this abominable so-called Kultur and Pan Germanic dream of world empire has attached to itself by a long-continued process of bribery and fear. And we must stir our hearts with the moral passions, with the spirit, that needs to control our warlike preparations and activities until, at whatever sacrifice, the complete and final issue is attained. The world must be made safe against the dominance of the devilish spirit that has enslaved and debased our enemies, and the enemies of mankind. Is it not high time for us as a nation to heed the Homeric maxim and "put might into our rage"; but only if these passions are suffused and controlled by moral principles?

Mr. Shakes eare

By James J. Montague

Pretty soft for the latter-day playwright!
His up-to-date drama he fills
With ferryboat crashes and motor car smashes,
All highly productive of thrills.
He throws in the phone and the ticker,
He works up a corner in wheat,
And big private yachts cruise about through his plots
Until you're knocked off of your seat.

Consider poor hapless Bill Shakespeare,
Who fought his way up to success,
Devoid of the aid of a gambling house raid,
Or even a subway express!
No radiograms tapped in transit
Crabbed Brutus's involved little game
Ophelia, alas, couldn't turn on the gas,
But William won out just the same.

With nothing but murder and battle,
And both in a primitive state,
Bill turned out his plays and lived all his days
On a bare ten per cent of the gate.
He lacked every trick that the playwright
Today must employ for a thrill,
Yet the pace that he set they are following yet;
Some rare little genius was Bill!

British Columbia Shipbuilding

The steel steamer War Dog, the first ship of its type to be built in British Columbia, was recently launched at Vancouver. The War Dog, with a length of three hundred and fifteen feet, is also the first steel cargo vessel to be built in that province. The contract was placed by a Japanese steamship company through an English firm. Since the steamer was launched she has been sold to a British firm. A contract for the first ship to be built on the north arm of the Fraser River has been signed by a local firm of contractors and the Dominion Government. It calls for a wooden ship two hundred and twenty-five feet long.

REAL FRENCH BURGUNDY

RECEIVED FROM

Messrs. Jules Regnier & Co., Dijon, France

and bottled in Shanghai

At $12.00 per dozen bottles.

HIRSBRUNNER & CO.

"THE SWISS HOUSE"

1 Nanking Road Telephone 218

Talks to Mothers

No. 3

No universal rule can be given with regard to artificial feeding which will apply to all infants. Each baby's individual needs must be carefully studied. Ordinarily, baby himself is the best judge of the quantity of food he needs, provided the size of the nipple opening of his bottle is correct.

BORDEN'S EAGLE BRAND CONDENSED MILK

is the best substitute for mother's milk. It is the safest, cleanest, cheapest, most easily kept, as well as the most readily digested of all prepared "Baby Foods."

Connell Bros. Company

Agents for China.

Victrolas and Victor Records

Genuine Victrolas to suit every home on terms to suit every purse, $15 to $400.

As for Victor Records—you can always be reasonably sure that we have your favorites in stock. Come in and try us.

S. Moutrie & Co., Ltd.

3 Nanking Road

GAS FIRES

ON HIRE

50 cents per month

The Shanghai Gas Company, Ltd.

SHOWROOM: 29 Nanking Road

LAUDER DESCRIBES HORRORS OF WAR

Deeds So Outrageous They Outdo The Elements, Says Scotchman

TALKS TO U. S. SOLDIERS

Concert Tour Dates To Be Interspersed With Lectures For Y. M. C. A.

New York, October 15.—Harry Lauder, the Scotch comedian, arrived yesterday from England to deliver lectures on what he saw at the battle-front in Flanders and France under the auspices of the Y. M. C. A. and to make a concert tour of the United States under the management of William Morris. He will visit the soldiers in camp at Hempstead, Yaphank and Wrightstown next week and tell them what they must face in France and what the Huns have done to obliterate civilisation from the face of the earth.

Mr. Lauder's first appearance in New York will be as a lecturer at the Hippodrome on Sunday afternoon, October 21, and his first theatrical performance will be at the Lexington Theater on October 22.

Mr. Lauder did not wear his usual kilts when he arrived yesterday, and was not met by the Scotch pipers who always welcome him in the port. Since his last visit to New York he has lost his only son, John, a captain in the Argyle and Sutherland Highlanders, who was killed in action in France.

"Americans do not understand what the war means," said Mr. Lauder to reporters, "because they are more than 3,000 miles away and cannot comprehend the frightfulness of the acts committed by the Huns. When they shall have seen the transports return to the United States and have watched the mutilated and maimed men hobble down the gangway, the blind soldiers led by their mates, and the paralysed and shell-shocked wrecks of humanity carried on stretchers, then they will realise what the war means to those who have been through the fire.

Enemy Outdoes Elements

"Read all you can find and look at all the pictures obtainable of the havoc that has been done by earthquake, cyclone, and volcanic eruption in the past and you will not find anything that can compare with the destruction wrought by the Hun. It is so hellish that it outdoes the elements of God in the might of their wrath.

"Do not think that the Americans are going into this war for France or for England. You are going into it for yourselves and your wives and families. There is no talk of peace among the soldiers fighting in France and Flanders. They talk of the 'push.' No man asks or wonders when the war will end. Their only thought is what shall we do tomorrow. Five transports landed troops from America the day before I left my home, and I saw 22,000 soldiers pass my house; as fine a body of men as the sun ever shone upon.

"In one of our hospitals I saw a poor fellow who had one eye and half of his face blown away, and he talked with his mouth twisted up toward his ear. I asked how he received his frightful injuries, and he replied that it was through picking up a fountain pen in a German dugout just after it was captured. 'I was one of the first over the top,' said this remnant of a human, 'and as I fell forward in the dugout from which the Germans had just fled rather hurriedly, I noticed a fountain pen on the floor and put it into my pocket. Two days later I wanted to write a letter home to my wife and children and took the pen out to use it instead of a pencil. As I unscrewed the cap there was a violent explosion, and half of my face was blown clean off, as you see now.'

"That is one of the tricks the Huns have played us in this war. The crimes committeed by the enemy are beyond description. There is only one hope in the world for the destruction of this blighting force of evil, and that lies in the united effort of the English-speaking peoples. When the American soldiers go into the trenches over there they are going to meet an enemy whose motto is 'Mercy to none.'

"I will try to give you a faint idea of what the destruction in France means. You are riding in a military automobile along a road made all but impassable by deep shell holes, pieces of charred wood, and loose stones. The officer who is escorting you explains that you are passing over the site on which three months ago there was a thriving village of 3,000 inhabitants. All that remains are a few curbstones that mark the former location of sidewalks. The town with its people have been wiped out by the Hun as if they had never been.

All In To See It Through

"On my visits to the front I saw the men in the trenches, in the hospitals, in the rest camps at the rear of the fighting lines, under all conditions, and never heard a complaint. They are all going to see it through, because every man there knows that Prussian militarism must be ended before peace can come to the world once more.

"I have here a piece of barbed wire which I obtained from a trench before Arras. It is six inches long and has twenty-four barbs, which hold a piece of tartan so firmly that it cannot be torn away except in threads. That little shred of cloth is all that remains of a Highland soldier who was hit by a shell as he struck the entanglements.

"I could tell you of deeds that I have seen and heard of committed by the Hun that would haunt your sleep, and not one word of exaggeration. By the memory of my boy who laid down his life for the cause you may rely upon it that I would not tell a lie.

"The £1,000,000 fund for which I am collecting," Mr. Lauder went on, "will be devoted to helping soldiers after the war who cannot help themselves. The fortunate ones who emerge from it scatheless will not need any assistance to earn a living, and the blind soldiers are being taken care of by a special fund. Our intention is to get the maimed who are still able to attend to their trades and set them up in business. The money will be given to them, not lent. The shell-shocked and paralysed men who are unable to work will have their rent paid for life, and they can keep their pensions from the Government to buy food. These men will be sent back to their native towns and arrangements made to have them taken out for an hour or two a day in go-chairs, so that they may see the trees and the sunshine once more. We do not want their lives to be all drab indoors."

Mr. Lauder was accompanied to this country by his wife and his brother-in-law, Thomas Vallance. The comedian looks older and thinner than when he was here last, and showed deep emotion when he spoke of the death of his son, for whom he had such great hopes. He walks with a cane because of a touch of rheumatism he contracted while visiting the trenches in Flanders, which are never dry, even in mid-summer.

Hotel de Ville, Arras

All that remains of the Hotel de Ville, Arras, the French city which is the graveyard of thousands of beautiful homes and buildings. Scenery in France lacks the German touch if not enriched by broad acreages of ruin.

HOW GERMANY LOST CHANCE FOR PEACE

Paris Sure Pan German Ascendency Means Humiliation Of Empire

BLAMES VON KUEHLMANN

His Alsace-Lorraine Speech Credited With Steeling The Allies' Hearts

By Charles H. Grasty

Paris, October 13.—The fine gesture of the German Foreign Minister to Pan Germanism has upset the German apple-cart. That grandiloquent "never, never" period was seized on with lightning promptness by the ever-ready Lloyd George, who stepped to his comrades' side and spoke the word that always rallies France. Say "Alsace-Lorraine," and a French mother will give her only son with a smile. Even practical politics, which is as bad here as with us, will suspend operations at the mention of the magic word. A holy passion for the lost provinces warms those who might otherwise be cold, feeds the hungry, rests the weary, thrills the indifferent, makes soldiers eager for death and civilians equal to all sacrifices.

But the consequences of Dr. von Kuehlmann's eloquence are not all emotional. This solemn clown in the Ludendorff-Hindenburg puppet show has focused attention on Germany at the moment when she is least able to bear examination. A very little mutiny goes a long way in betraying German demoralisation. Something may be happening in Germany, and it may be far more serious than discontent among the dumb, driven cattle of the civilian body.

Allies Steeled Against Germany

Whatever may be the extent of the unrest in the army and navy, opinion here is that "German statesmanship" has sadly bungled its opportunity for peace without humiliation. Two months ago there were elements not professionally pacifist among the allied peoples willing to listen to reasonable and sincere proposals. The Reichstag resolution seemed to many a cry from the heart of the German people. President Wilson himself in his reply to the Pope, showed receptivity to the impression of a German people whose soul was still uncorrupted by militarism. But Michaelis and Kuehlmann fooled away whatever remained of the reminiscene of the old-fashioned Germany. If one may judge from the manifestations of feeling here, the heart of the Allies is now steeled against Germany, including its people as well as its autocracy, and the conclusion has been finally reached that future negotiations with the Boche can be conducted only with the sword.

The readiness with which all thoughts of peace by conciliation have been discarded is doubtless due in some measure to the altered war prospects of the last few weeks. That soft spots still exist in the allied situation is freely admitted by those holding an optimistic view. The submarine, while less destructive, is still far too active for comfort. There is political uncertainty in France, a shortage of war machinery and material in Italy, a food and fuel stint in Western Europe, and always the Russian demoralisation.

No Chance Of A Compromise Peace

But, frankly admitting all this, there is a feeling that something has recently happened that has cleared up war uncertainties for the Allies. The situation as it stands today is regarded as absolutely eliminating a compromise peace. The war will go on until Germany is broken to such an extent that her people, who lack the spirit to make their own terms for freedom, will get it through an allied victory. Further, conditions are more favorable than ever before for the enemy's sudden collapse.

Foremost among the causes of the betterment in the outlook must be counted Haig's hammer blows. Allowing for the enemy's diminished striking and resisting power, the allied army operations around Ypres are significant not only of boundless resources, but increased expertness in their use. British generalship and soldierly qualities are now on a level with German and are getting better constantly.

The Germans are obliged to concentrate in front of Haig, thus making it less difficult to deal with them on other fronts. Success in Flanders is mathematical, methodical definite, and limited in objectives, but cumulative in results and certain as death and taxes. This success synchronises with the growing efficiency against the submarine, the huge augmentation in the near future of the allied air forces, and the steady tightening of the blockade cord around Germany's throat.

Back of all this is the whirlwind development in America, which will hurl against Germany a weight which she well knows she cannot withstand.

Vessels To Arrive

From London
Kashima Maru .....Nov. 28
From San Francisco
Colombia .....Dec. 15
From Tacoma
Canad Maru .....Dec. 20
From Seattle
Tokiwa Maru .....Nov. 25

WEST 1211

"THE MOTOR HOUSE" FOR MOTOR TROUBLES

H. S. HONIGSBERG & CO., INC.

China Realty Co., Ltd.

39 Nanking Road

HOUSES FOR SALE

HOUSES FOR RENT

Central District Property For Sale

LAND—

We have for sale lots of land suitable for residences factories or mills.

For particulars apply to

China Realty Co., Ltd.

39 Nanking Road.

Episode One "THE VIOLET DIAMOND"

The Priestess.....Ruby Hoffman
Richard Carslake.....Warner Oland
Pearl Standish.....Pearl White
Nicholas Knox.....Earle Fox

PEARL STANDISH, the richest girl in America, is held up by a masked man. He demands the Violet Diamond of Daroon. Pearl had never heard of the diamond but the story seemed interesting and she determined to learn something about this mysterious gem. Nicholas Knox, the burglar, was sent by the Secret Order of the Violet God to recover the diamond. He had learned that Pearl had inherited the diamond from her father. Knox was given six days in which to accomplish his mission.

The only man who might know something about the diamond was Carslake. The next evening he appeared and Pearl requested him to give her the information regarding the diamond. Knox enters. Pearl tells Carslake that there is the man who has setting for the diamond. Carslake drew his revolver and demanded the setting from Knox. Securing the setting he is about to escape, when suddenly through the window comes the Priestess, accompanied by two of her spies. Sneaking behind Carslake they knock his revolver from his hand. In a struggle which follows, Knox is knocked to the floor and to his surprise his hand comes upon the setting. After a desperate struggle Carslake escapes and Pearl once more finds herself alone with Knox. Wishing to know who were the mysterious people who helped him, Pearl asks Knox. He informs her that he can tell her nothing. Becoming angry, Pearl requests Knox to hand over that much valued setting. Assisted by her butler, Pearl secures the setting. Knox is spied upon again and they come to his assistance. In a struggle which follows, Pearl is hurled over a stair rail but catches on to the chandlier and falls to the floor. Pearl discovers a note attached to a knife which is stuck in the wall. "Fifteen days are allotted to you to return the Violet Diamond—or die."

Episode Two "THE CRUSHING WALLS"

PEARL STANDISH had received the warning sent by the Secret Order of the Violet God. Fifteen days were allotted her to return the diamond. Pearl is deep in thought when suddenly Knox is announced. He informs her that he has but five days left and now that she has the setting, thef must work together. Feeling confident that Carslake has diamond, Pearl and Knox visit his home. Arriving there they see a queer little man entering. Stealing in they conceal themselves behind the curtain. The man tells Carslake that he wants the diamond or otherwise he will tell what he knows about it. Pretending that he is going to give it to him, Carslake enters his safe, turns around, fires and kills him. Knox rushes in and with drawn revolver demands the diamond. Carslake presses a button, the safe doors close and he disappears. Rushing to the door, Pearl discovers it is locked, and turning towards the window she sees a steel shutter slammed down. Escape is impossible. Carslake immediately sets fire to the house.

Tom Carlton, a newspaper reporter, is sent to report the fire. Just then Carslake sees the Priestess and two Arabs enter the house. Close behind Carslake, Tom hears him tell one of his men that after this fire he will be rid of all followers. Carslake follows the Priestess and is in turn followed by Tom. The Priestess enters the room. Immediately Carslake looks the doors and pulls a lever which is on the wall and instantly the walls begin to close in. Accidently Knox touches a small protuberance in the moulding and the floor beneath gives away and Pearl and Knox fall through into the room of the closing walls. With a quick leap, Carslake throws himself upon Tom and striking him in the back of the head, knocks him unconscious.

SEE NEXT EPISODE "BORROWED IDENTITY"

APOLLO THEATRE PROGRAMME FOR MONDAY, NOV. 26th, 27th, 28th

THE ROMANTIC SERIAL "THE FATAL RING"

20 EPISODES 41 PARTS

FEATURING

PEARL WHITE Pathe's most successful star in "The Perils of Pauline" "The Iron Claw" and the "Exploits of Elaine."

AND,

An artist who has come right to the front in America. He will be your favorite too. ***HENRY GSELL***

We shall also show :

"The Annals of the War." "Pathe's American Gazette."

"Uncle's Ultimatum."

STARRING ENGAGEMENT OF

"ABBOTT" THE MERRY WIZARD."

The crazy magician. In his unique, startling and amusing "MAGIC MELANGE" presenting the latest novelty effects in manipulation, digital dexterity and ventriloquism.

WHEN ABBOTT SMILES—THE WHOLE WORLD LAUGHS "JO" THE TALKING DOLL, WILL ALSO ENDEAVOUR TO AMUSE YOU.

NIP PLOT TO SUPPLY METAL TO GERMANY

Swedish Booksellers And A Danish Sailor Held For Effort To Smuggle Tungsten

NEEDED FOR SUBMARINES

New Bomb Plot Indictment Reveals Romantic Story Of Carl Schimel's Spy Work

New York, October 12.—Waldemar Adams, Robert Collin and Fritz Oerundahl were arrested yesterday, charged with conspiracy to smuggle tungsten out of the United States into Scandiavia. Tungsten, which is an essential in the manufacture of certain kinds of highgrade steel, is one of the things most needed by the Germans in the production of submarine and airplane parts. The arrests followed an all-night search of the Scandinavian-American liner United States in Hoboken by Customs Inspectors Emmet J. Kyte, Michael J. Collins, and Elmer J. Lewis, who acted on information gathered by James F. McConnichie, a special agent of the Treasury Department.

For three nights the Customs inspectors watched the liner before they decided to make the search. They noted that Oerundahl, a Dane, frequently left the ship and that he generally seemed to be in a hurry, especially when he returned. On Wednesday night, when he came back after one of his trips, the customs men seized him and found in his pocket a check for a package left in the Grand Central Terminal. One of the Inspectors went to the Grand Central and redeemed the package, which proved to be a suitcase containing eight wrapped packages, each containing five pounds of tungsten.

It was then decided to search the vessel. It was 4 o'clock yesterday morning when the customs men began their ransacking of the liner, which lasted for hours. The Scandinavian sailors were ordered to get up, so that their bunks could be examined, and when the search of their quarters had ended the inspectors began an inspection of the state rooms. While going through one of the first-class state rooms, one of the officers felt something hard under his foot. It proved to be the head of a wire nail, and its presence showed that the floor had been tampered with. The floor was ripped up, and under it the officers found thirty-two packages of tungsten.

The arrests followed, and the prisoners were taken to the Federal Building and arraigned before United States Commissioner Hitchcock, charged with violation of that section of the Espionage act which forbids the export from this country of materials needed by the enemy. Adams and Collin are proprietors of a Swedish bookstore at 516 Third Avenue, while Oerundahl is a member of the crew of the United States. Adams and Collin were held in $2,500 and Oerundahl in $3,500 bail to await the action of the Federal Grand Jury.

The Federal Grand Jury handed down an indictment yesterday charging seventeen Germans with plotting during practically the entire period of the war, to blow up steamships plying between New York and ports of the Allies in Europe.

Among the seventeen is Franz von Papen, once Military Attache of the German Embassy, who was ordered to quit the country by Secretary Lansing in December, 1915.

Another named in the indictment is Carl Schimmel, a German spy, who was caught through the Rintelen revelations, but was able to convince the Government agents that he was "just a hard working German," whose only desire, as he once expressed it, was "to make an honest living in the United States."

Schimmel had a desk in an office at 51 Chambers Street, and posed as a man on the verge of absolute poverty. His clothes were old and soiled, his shoes always need repairs, and he never appeared in a hat less than two years out of date. He held up his boarding house hosts for weeks and in other ways created the impression that he was almost destitute. One day he was missed from his usual haunts, and six weeks later he was reported safe in Germany. Instead of being all but a pauper he was well to do and one of the keenest spies in the Kaiser's employ.

Eugene Reister, Walter Uhde, and Joseph Zeffert, the three men arrested as principals in the sip bomb plot on Wednesday night, are also named in the indictment, as is Bonford Boniface, who was arrested yesterday.

Boniface is said to be the man who acted as spy, kept track of ships in New York Harbor, and reported to Schimmel and the other plotters the names of all vessels arriving and the places where they docked. Boniface is an American citizen. He was arrested by members of the Bomb Squad, under Captain Tunney, and when asked why he had engaged in the plot, replied: "Well, this country was not then at war, and I thought all was fair in love and war."

Before the prisoners were taken from Police Headquarters to the Federal Building Captain Tunney questioned Martin Isen, who was called to Headquarters as a witness. Ilsen, who is employed on the New Yorker Herald, said he was in Schimmel's office in Chambers Street shortly after the Lusitania was sunk, and that Schimmel told him that if the Lusitania had escaped the German torpedo which sent her to the bottom, with the loss of more than 1,400 lives, the liner would have been destroyed before she reached her home port by nine bombs which Schimmel had placed in vital parts of the ship just before she sailed from New York.

The indictment also specifies that on a certain day Schimmel went about New York with three packages in his possession, each containing several bombs of the most destrctive type. Schimmel, together with Dr. Walter T. Scheele, and Otto Wolpert, the latter a former German steamship pier Superintendent, directed the placing of bombs on the ships which the head spies designated for destruction. Dr. Scheele, who was a Brooklyn druggist, and by his neighbors looked upon as a peaceful, lawabiding citizen, escaped the Secret Service not more than a year ago and was last reported in Brazil.

The others named in the indictment are Carl Schraidt, now serving a two-year term in Atlanta for his plotting; George Pradel, Wilhelm Parades, Eno Bode, Ernst Becker Friedrich Karbade, Wilhelm Klein, Charles von Kleist, and Gustav Steinberg.

Jesus Martinez, the Mexican Vice Consul, who was arrested in Monday, charged with failure to comply with the selective draft law, was before Commissioner Shields yesterday afternoon. He was accompanied to court by Juan T. Burns, the Mexican Consul General, whose instructions he followed in refusing to appear for examination before District Board 145. Burns acted on the supposition that Martinez was a diplomat and not amenable to the laws of the United States. He denounced the board for calling Martinez and referred to the members of it as men on a par "with the savage hordes of Villa." Under the law all aliens are exempted as soon as they appear for examination and submit the proper affidavits to prove they are not American citizens. This Martinez refused to do. The hearing which began yesterday will be resumed some day next week.

9,750,000 Killed In This War

London, October 18.—Forty nine million five hundred thousand men were called to the colors in the first three years of the war. The number of men killed was 9,750,000, the total loss of population was 14,250,000, and the number of men permanently disabled 12,000,000.

These are some of the conclusions reached by an authority here in a remarkable analysis of the conflict up to August 1 last. The writer says in part:—

First to be considered is the direct destruction of life. No country publishes totals, and some belligerent countries publish no casualty lists at all. The number of British and Colonial troops killed and died during the first eighteen months of war has been estimated at 128,000.

To this must be added colored troops and a large proportion of the missing, which would bring the total to not less than 170,000. As in the last eighteen months, the average strength of the British army directly engaged in fighting has been greater than during the first eighteen months, the total for three years is probably 400,000. If we add naval losses at sea generally, 400,000 will certainly not be an excessive estimate.

The French mortality in three years has been estimated by the Copenhagen Society at 1,300,000. The Russian mortality is probably not less than 2,500,000. The German mortality is hardly less than 2,250,000, the Austrian than 1,750,000, the Turkish, 750,000, the Italian than 200,000, the Bulgarian, Belgian, Servian, Rumanian and Portuguese together 600,000. That gives a total for all the belligerents of 9,750,000 deaths.

If we make allowance for the reduction of births arising directly out of the war, we may put the total loss of population to the world as the result of three years of war at 14,500,000.

The number of wounded may be put at two and one-half times the number of killed, or about 23,500,000. All these represent human suffering, and not less than one-half, or 12,000,000, represent permanent disablement for military service and to a large extent for active civil life and labor.

A very moderate estimate of the military prisoners of war in the various countries is 4,000,000, and another 250,000 may be added for civilian prisoners. Therefore, about 4,250,000 men who for longer or shorter periods have been languishing in captivity in foreign lands as a result of the war.

But, of course, in any calculation of human suffering account must be taken not only of the dead, the wounded, and the captives, but also of all who have been taken from civil life to the arduous, perilous and irksome life of the army. We can only guess at the number called to the colors by the various belligerents, but the following estimates for both army and navy are not improbable:—

British Empire, 7,000,000; France, 6,000,000; Russia, 15,000,000; Belgium, Servia, and Portugal, 750,000; Italy, 2,300,000; Germany, 9,000,000; Austria-Hungary, 7,000,000; Bulgaria, 500,000; Turkey, 2,000,000; total, 49,750,000.

In other words, the war, apart from other things, has taken 49,750,000 men from their ordinary course of peaceful citizens and completely deranged their lives. To this total there might be added the great hosts of men, women and children at home who have been subjected to extra strain in order to maintain the armies in the field, a strain which here in England, as well as in other belligerent countries, has expressed itself in serious industrial unrest.

These estimates take little account of the ravages of disease. Some countries include and others exclude from their war mortality lists deaths from disease; no country distinguishes them in detail, and no country publishes the numbers of its troops down from sickness.

Million Peso Shipping Company In Philippines

Manila, November 14.—Another million peso national enterprise is contemplated in a bill introduced in the house of representatives last evening by Representatives Vamenta, Lorenzo and Aunario which calls for the organisation of a national shipping company, with headquarters at Manila, to be capitalised at P1,000,000. The insular government, represented by the governor general is to subscribe for fifty-one per cent of the capital stock, the rest to be sold to the public. The insular government participation in the board of directors is to be represented by the governor general, the president of the senate and the speaker of house of representatives.

This company is to have an existence of 50 years, subject to the provisions of the corporation law, and shall engage in the construction and sale of vessels, and any other related enterprise.

The capital stock is to be divided into 10,000 shares of P100 each and may be purchased for cash on the payment of 10 per cent upon purchase, and the balance in installments to be fixed by the board of directors. The board of directors shall be five in number, two of whom are to be elected by the stockholders.

In the prosecution of the object for which it is created, the company is authorised to make use of any public lands, sea or foreshore, river, estero, and is empowered to obtain from the bureau of forestry free licenses for the cutting of construction material. The company is also authorised to import the necessary expert labor, if necessary, provided they be subjects of a nation not at war with the United States, and may contract them for a period not exceeding 50 years.

The bill also appropriated the necessary sum to pay for the government share of the stock in the company, amounting to P500,100.

MACEDONIAN TOBACCO A LURE

American Concerns Watch Development Of Fields

Athens, Sept. 15.—The large American tobacco concerns are keeping their representatives over here watching the development of the new tobacco fields in Macedonia. These have suddenly come into importance, apparently because of some chemical quality of the soil of Macedonia, like that of Cuba, favorable to the production of tobacco. It blends with other grades.

The American demand for it has become such that there is now more Macedonian tobacco sent to the United States than any other article shipped from Greece. At first it was treated as a rather cheap weed, but now that its position is established some 20,000,000 pounds sold in recent months at 40 to 55 cents a pound.

MY FEES
ARE REASONABLE

I do not regulate my charges by the amount of the patient's bank account, but maintain a **fixed-scale of prices**, charging all persons alike for similar work done in the same way. I make no claim to **cheap dentistry**, for cheap dentistry is **expensive dentistry.** If you purchase a hat and do not get your "money's worth," you have only wasted your money, whereas if you purchase cheap dentistry you not only **waste** your money, but your teeth probably receive **serious** injury, possibly resulting in the impairment of the whole physical system.

Years ago I perceived the great evil of the inequality of dental charges. The best dentists charged **too much**, and the cheap dentists charged **too little.** The former charged for professional and social prestige; the latter did not charge enough to pay for good materials and the time required for first-class work. To me a **middle course** seemed the only fair one, and I adopted it. I ask prices that permit a **fair margin of profit** for honest, skilled service, but no fancy fees for style and social prestige.

If you do not think the above words borne out by my actions, you are welcome to call at any time and get my estimate for your own case, which will not entail you any expense.

Remember my address:
34 Nanking Road, First Floor.
DR. C. CAMERON
"The Painless Dentist"

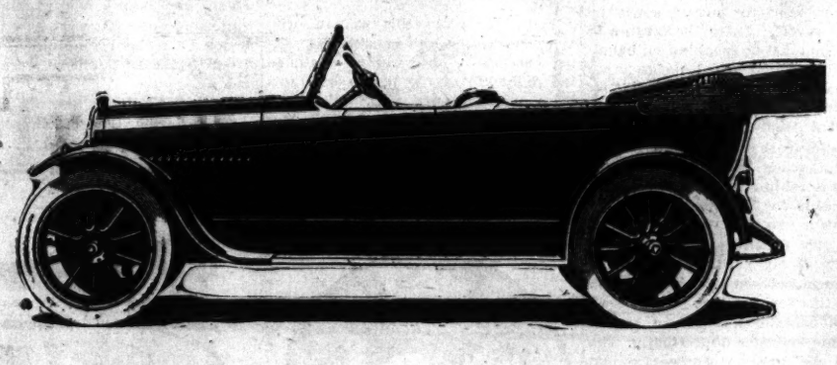
KODAK Finishing
with us is a speciality. Try us with some of your work and be convinced
Burr 2 Broadway

HUDSON SUPER SIX

We announce the arrival of

A New Shipment Of The

HUDSON SUPER-SIX



The Car Which Stands In a Class by Itself

We strongly recommend you to call at our office and inquire about the price.

Superlatively Attractive—Superfine Finish—Embodiment of Comfort

The wonderful motor, which gives you

SPEED—ENDURANCE—RELIABILITY

CHOOSE YOUR OWN COLOR SCHEME

Ask us for a demonstration and full particulars:

HUDSON SUPER SIX

DODGE & SEYMOUR (China), LTD.

AGENTS

89-91 Rue Montauban Telephone No. 322

HUDSON SUPER SIX

GEN. KORNILOFF SHEDS NEW LIGHT ON ROVOLT

Heretofore Suppressed Order Shows Him Loyal To Kerensky

VICTIM OF DOUBLE GAME

General Insists He Was Working Only To Keep Russia From Germans

London, Oct. 13.—The Times today says that accounts of the Korniloff movement in Russia hitherto have been entirely one sided. No word has reached this country except through channels under control of Petrograd. It continues:

"We are able to place before our readers an interesting document in the order of the day to the army on September 10, which gives Korniloff's version of some events that attended the movement. In this document Korniloff gives a reply to most if not all of the charges that have been brought against him.

"This order of the day and most of the other appeals sent by him to the army and the people never reached their destination. The Bolsheviki and their allies isolated him from his friends and misinformed the army of the intentions of the commander-in-chief.

"When Korniloff realised he had been traduced and no longer could help his country, he surrendered himself to Kerensky, with whom he had been willing loyally to co-operate in the country's cause. He still is a prisoner, but the well intentioned efforts have not all been in vain. The formation of a coalition Cabinet upon the lines set forth by him may be regarded as an indirect result of his movement.

Dire Menace In Situation

"Extracts from Korniloff's order follow:

"'I have submitted to the provisional Government conditions which I consider indispensable for the salvation of the army. Among these measures was the introduction of the death penalty. Time was precious and every day lost threatened enough dire consequences. Yet the provisional Government could not decide, on the one hand, to carry my proposals into effect, and, on the other, permitted them to be subjected to criticism in the newspapers and by variqus organisations simultaneously with a view to achieve final disruption of the army.

"'According to authentic information, preparations were being made at that time for an armed uprising of the Bolsheviki in Petrograd. There were clear indications that they intended to seize the Government, if only for a few days, in order to proclaim an armistice and take decisive and irrevocable steps to the conclusion of a separate and shameful peace, therefore, to destroy Russia.

"'That such intention on the part of the Bolsheviki and certain other irresponsible organisations was probable appeared from the fact which was proved beyond doubt that among them were many spies and traitors working for the benefit of Germany. Seeing the weakness of the provisional Government and its lack of decision in taking steps against persons and organisations that clearly were leading Russia to destruction, and desiring to forestall a catastrophe I decided to concentrate four cavalry divisions at Petrograd, so that should the Bolsheviki uprising take place it might be crushed in the most prompt and decisive manner. It was necessary to make an end at once of all criminal activity of traitors.

Wanted Only To Save Russia

"'In taking this decision I was not following plans of personal ambition and did not seek to take upon myself all the burden of undivided responsibility for the government of the country. My intention was to work in harmony with a galaxy of persons enjoying public confidence and with the numerous public organisations which were endeavoring to save Russia. I hoped to help those prominent men endow our country with a government strong and capable of saving it from ruin. I merely considered it necessary that I, as supreme generalissimo, should be a member of the new Government.

"'The Bolsheviki uprising in Petrograd was set for September 28-29. Long before that date three cavalry divisions were concentrated near the capital. A member of the War Ministry brought me a draft of proposed measures to be taken by the provisional Government based upon the demands I had presented. He informed me that all these measures would be introduced and approved in a very few days, although the provisional Government strongly apprehened that this might call forth an uprising in Petrograd.

"'At the same time, Saitinkoff told me the provisional Government was apprehensive of the Bolsheviki uprising and did not feel sure of its own forces. I was asked to place at its disposal a corps of cavalry which it wished to be moved to Petrograd. It was the intention of the Government as soon as advised of the presence of such a corps to proclaim martial law in Petrograd.

"'The wishes of the provisional Government, as transmitted to me through Saltinkoff, entirely correspond with the decision I already had taken. Therefore, on the same day I gave the necessary orders for putting down the expected revolt. Later there came to me Valdimir Lvoff, speaking on behalf of Kerensky, and asked me to state my views as to the best method of organising the new Government.

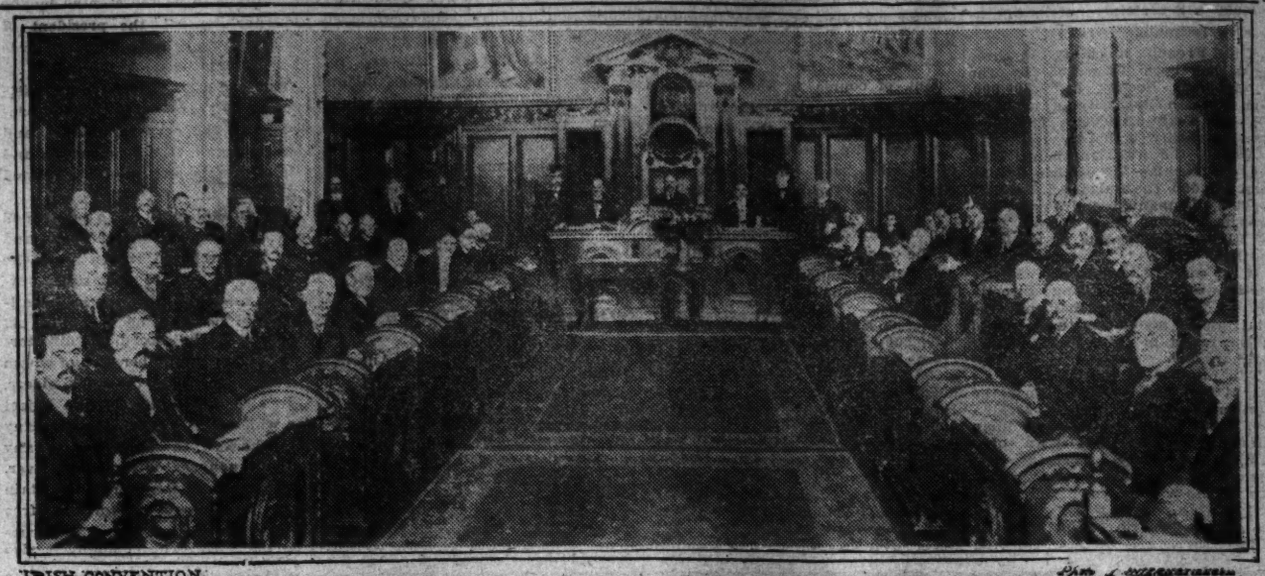
Favored A Dictatorship

"'I replied that I considered the only solution lay in the establishment of a dictatorship and the proclamation of martial law. By dictatorship I did not mean a one man dictatorship, inasmuch as I had pointed out the necessity of my participation in the Government. I let it be known in making this decision that I considered, and still consider any return to the old regime an utter impossibility. The task of the new Government should be devoted exclusively to saving the country.

"'Later I exchanged telegrams with Kerensky, who asked if I would confirm what I had said. As I could not entertain the idea that an emissary sent me by the provisional Government could distort the sense of my conversation I replied that I did confirm my words fully and aga'n invited Kerensky and Savinkoff to come to Stavka, as I could not answer for their safety if they remained in Petrograd. It is evident from the foregoing that my procedings were in full accord with the provisional Government, and I had every reason to believe that the Ministry was not playing a double game.

"'I learned to the contrary when I received a telegram saying that I immediately must hand over my supreme command. I conferred by telegraph with the Ministry of War and learned that Savinkoff not only had repudiated the proposals made by me, but even disavowed the fact of their having been made. Considering that further hesitation presented fatal dangers, and moreover as the orders issued could not be countermanded. I decided, with a full appreciation of the weight of my responsibility, not to hand over the supreme command, hoping that I might save my country and the Russian people from the imminent danger of enslavement by the Germans."

First Photo Of Remarkable Irish Convention



IRISH CONVENTION.

The hopes of the Irish people scattered throughout the world are all centered today on the Town Hall at Belfast. There representatives of all sections of the Emerald Isle are gathered under the chairmanship of Sir Horace Plunkett. The task before them is monumental, for they would find a solution of a problem that has agitated Parliament for generations —how to bring Home Rule to Ireland. The hopes of those cherishing sentiment for the "old sod" are not altogether without basis, though the question is old and the obstacles to its settlement many.

ALLIED BLOCKADE IS STARVING GERMANS

Frenchwoman Tells Of Pitiful Conditions—Turnip Tops Find Many Uses

Paris, Sept. 22.—How the allied blockade of Germany is making its grip felt on the people is described by a Frenchwoman who has just been repatriated after living in Hamburg since the outbreak of the war.

This woman and her husband were engaged in teaching in private schools in Hamburg in 1914. The man being of military age was interned in a civilian camp, but the wife and her two-year-old daughter were permitted to live in Hamburg under police supervision.

For three years this woman—who is well educated and capable of making accurate observations—watched the daily life of the people of Hamburg and was part of it. What she says is first hand information. For obvious reasons she can only be referred to as Mme M. When interviewed today she said:

"If the people of France were too premature in their conclusion that Germany was starving, perhaps now that it is an actual fact, they don't lay enough stress upon it. At Hamburg your first greeting is always: What did you eat today? It is really pitiful to see the boches, formerly so big and fat, who now wander about terribly run down, hollow checked, their scrawny necks lost in collars three sizes too large for them, their clothes hanging on their shrunken bodies. How could it be otherwise? Here is the weekly food allowance per person:

"Bread, 3 pounds; meat, 250 grams with the bone and 200 grams without the bone; 1 egg; butter, 70 grams; sugar, 150 grams; groceries (which generally consist of whole oats or barley, rarely made into noodles or semolino), 50 grams. As to potatoes, which were scarce in Hamburg all winter, 12 pounds were given each person at the beginning of spring. After that date no more were to be had.

Makeshift Clothing

"Going from the food question to that of clothing one finds the same penury. To get the smallest quantity of wool, cotton or silk fabric, you must get permission from the police to buy it. A permission that is rarely granted. Besides after you have your permission you are not at all sure of finding in the shops the thing you want.

"Shoes are the rarest thing of all. This summer you saw lads, young girls and children of all classes walking barefoot or shod in wooden sandals. For next winter the Government hopes to find a substitute for leather, just as it discovered that the thistle was able to replace cotton. I had a disastrous experience with these thistle made materials. In the first washing they shrank from 40 to 50 per cent.

"When a substitute for an article is exhausted another 'ersatz' is tried. That is what happened to coffee. When the supply ran out they tried barley. Now that barley is scarce you find all the housewives taking the crust of their horrible bread (made of turnip tops and sometimes of sawdust), reducing it to powder, boiling it and preparing from it a brown, nameless, undrinkable potion that they call 'coffee.'

"If you knew what we went through last winter! Those eternal turnip tops which from December to April took the place of potatoes, those turnip tops which in France are used for cattle fodder—of them the Germans made bread, jam, cake, pudding, beefsteaks—imitation ones—and sauerkraut—also imitation. It was dried and salted in enormous quantities, and up to the day of my departure still formed the sole food of our prisoners and of a large part of the German population.

Turnip Tops Save Empire

"It is no exaggeration to say that these turnip tops more than anything else perhaps, have saved the empire so far. That is why a few facetious Germans propose to add them to the Hohenzollern coat of arms.

"A people so anemic, so undermined by privations, cannot help but be deeply disheartened. I realised that after I had talked with several of them. If some of them still tried to keep up a bold front before me—the enemy—their lackluster eye betrayed their distress. Others—the majority of them—told me what they really thought. They want peace, peace at any price, so that they can get enough to eat.

"I don't think a revolution can break out in Germany for the reason that because the people are discouraged they are afraid. Revolts have occurred in several towns. I saw one at Hamburg-Barmbeck last autumn."

Before returning to France Mme. M. was quarantined for three weeks at Holzminden. The presence of a French woman in this small town naturally excited the curiosity of the German housewives.

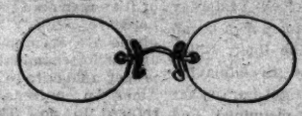
"You are going to Paris?" they asked. "Is it true that in that country people can eat till they are satisfied?"

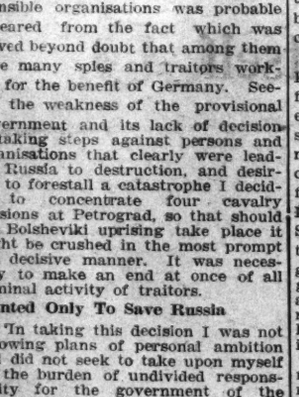
"ARROW"
COLLARS and SHIRTS

There is an "ARROW" Collar and "ARROW" Shirt for every function and every sport—made in the good "ARROW" way of Fabrics that wear and Colors that will not fade. The "ARROW" label stands for SERVICE and SATISFACTION.

Stocked by
SILBERMAN'S DRAPERY and OUTFITTING STORES
AND
MACBETH PAWSEY & CO.

JUST TWO TONIGHT
are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.
PINKETTES
the little just-like-nature laxatives, stimulate digestion, purify the breath. Of all chemists and, post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

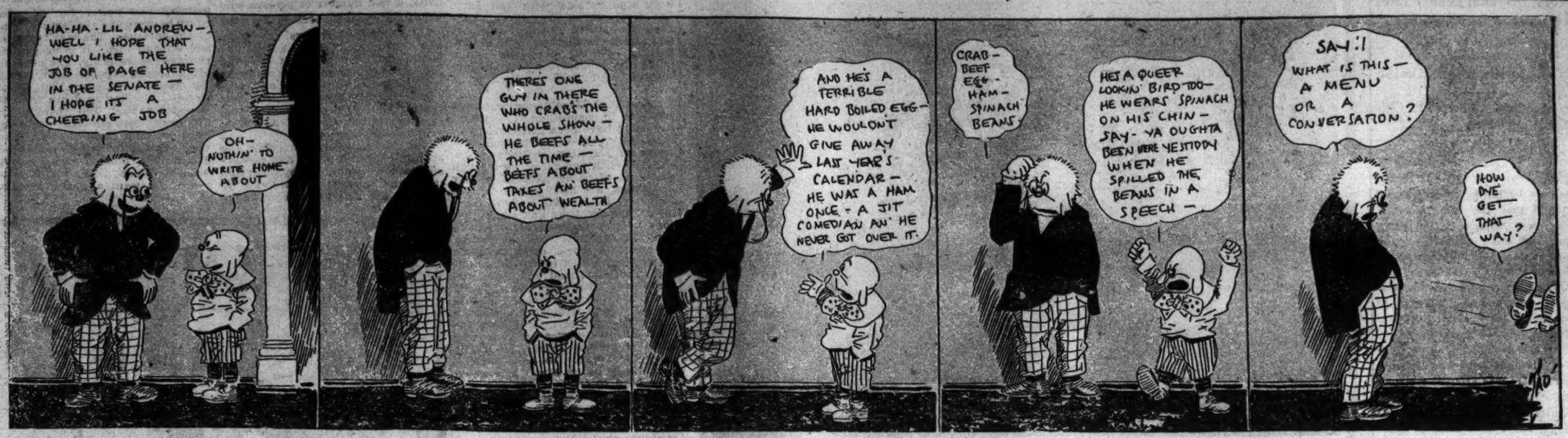
SCIENTIFIC EYE-TESTING
Precise Duplicating

Fine Repairing
ACCURATE LENS GRINDING
Toric and Kryptok Lenses, Sun-glasses, Protection Goggles & Everything Optical
Special rate to Doctor's prescriptions
CHINESE OPTICAL COMPANY
P 352 Nanking Road, cor. Lloyd Road
Branches: Peking, Tientsin, Hankow, Changsha, Hangchow

"BEAR BRAND" STERILIZED
BERNESE ALPS MILK


"THE RICHEST OF ALL TINNED MILKS TESTED"
says the Committee on Infant and Invalid Diet of the Medical Missionary Association of China.
Sold by all Grocers
THE BERNESE ALPS MILK CO.
1 Foochow Road.

FISK TIRES
FISK NON-SKIDS have the reputation among car-owners of representing more dollar-for-dollar value than you can buy in any other tire.
The Cost Is Less
than the plain tread styles of many other standard makes. Added to that is the remarkably liberal FISK FREE SERVICE in branches all over the world.
You can get Fisk Plain Tread—the perfectly-balanced, real long-mileage tire—at a price which sets a new standard for value.
STAR GARAGE COMPANY
SOLE AGENTS
125 Bubbling Well Road. Telephone West 197

JUDGE RUMMY By Tad


HA-HA-LIL ANDREW— WELL I HOPE THAT YOU LIKE THE JOB OF PAGE HERE IN THE SENATE— I HOPE ITS A CHEERING JOB
OH— NUTHIN' TO WRITE HOME ABOUT
THERE'S ONE GUY IN THERE WHO CRABS THE WHOLE SHOW— HE BEEFS ALL THE TIME— BEEFS ABOUT TAXES AN' BEEFS ABOUT WEALTH
AND HE'S A TERRIBLE HARD BOILED EGG— HE WOULDN'T GIVE AWAY LAST YEAR'S CALENDAR— HE WAS A HAM ONCE— A JIT COMEDIAN AN' HE NEVER GOT OVER IT.
CRAB— BEEF EGG— HAM— SPINACH BEANS
HE'S A QUEER LOOKIN' BIRD TOO— HE WEARS SPINACH ON HIS CHIN— SAY— YA OUGHTA BEEN WERE YESTIDDY WHEN HE SPILLED THE BEANS IN A SPEECH—
SAY! WHAT IS THIS— A MENU OR A CONVERSATION?
HOW DYE GET THAT WAY?
TAD

Navy Expansion Is Problem For Coming Japanese Diet

High Okuma Cabinet Official Does Not Champion 8-8 Plan, Or Approve 8-4 Idea—However Believes Present Plan Wrong

Tokio, Nov. 16.—Navy appropriation bills will be the chief topic of discussion in the coming regular session of the Japanese Imperial Diet which opens Christmas Day, in the opinion of Mr. Yuko Hamaguchi, formerly the vice-minister of finance in the Okuma Ministry, now one of the directors of the Kenseikai Party. In view of the fact that the coming session will be the first regular session in which the Terauchi Ministry will present the budget compiled with necessary time allowed it beforehand, what Mr. Hamaguchi says in an article contributed to the Shin Jidai, or New Age, a new monthly magazine started in October, on the subject of "the Fortieth Session of the Diet and Financial Problems," will be interesting. He summarises in his own way some of the most important issues which are likely to be taken up.

The bills for appropriations have already been drafted by various departments and sent to the Finance Department to be examined. Mr. Hamaguchi's comments are based upon what he remembers of the financial issues out of his experience and from facts reported by the press.

"The Navy Department has asked for an enormous appropriation for naval replenishment. The entire amount will reach Y.200,000,000. It will be divided into five annual instalments of an average of Y.40,000,000. The annual sum is not wanted to be used for construction of the main strength of the navy, but for auxiliary ships, and for the extention of the naval docks at Kure and Yokosuka. The War Department has asked for appropriations for formation of various army organisations, and for the improvement of arms.

"The Educational Department has asked for appropriations for increasing the number of schools and also for subsidising public schools. The educational expenses are now being discussed in the Special Educational Congress. As for other departments of the government, there is a plan for extension of the program for improvement of rivers and harbors, the extension of iron foundry works, improvement of telegraphic and telephone systems, repair of roads, construction of a new Diet hall, new buildings for the Home, the Finance and the Educational departments and the increase of salaries of officials of various departments. It is understood that the entire amount of appropriations for new enterprises of the government will reach to more than Y.100,000,000. It may turn out to be true."

Criticises Terauchi Finance

When Mr. Hamaguchi speaks of the naval replenishment plan he does not take into consideration the appropriations already decided for the eight battleships and four cruisers. The replenishment plan has the object in view to make the eight-four plan more effective than it was first formed.

The surplus in the treasury, according to Mr. Hamaguchi, amounts to Y.94,000,000. But it is only a temporary surplus and cannot be relied upon as a permanent source. A permanent source of revenues as surplus which can be relied upon, in his opinion, is natural increase in the revenues. As the income taxes, business taxes, sake taxes, stamp taxes and other revenues from government enterprises are reported to be favorable this year, Mr. Hamaguchi expects that there will be about 30 or 40 million yen of natural increase of revenues. But this amount will not be sufficient to meet the demands of various departments. Unless the finance office authorities cut down the demands of the departments the formation of a budget for the next year will be a difficult matter, he observes.

Mr. Hamaguchi criticies the ministry for forming the budget for the present year which was presented in the special session, because it was formed recklessly. As the result, the amount of bonds to be issued altogether during the present year reach the staggering total of Y.520,000,000. Such an enormous amount of bonds cannot be issued successfully, he thinks. Up to the end of October, the bonds already issued were Y.40,000,000 of the railway bonds and Y. 150,000,000 of special treasury certificates, a total of Y.190,000.000. Substracting this, there remains Y.330,000,000 more to be issued. Out of this latter figure, if Y.150,000,000 which is to be applied for renewal of special treasury certificates, there will still remain Y.180,000,000 to be issued in bonds.

Mr. Hamaguchi doubts whether so large an amount of bonds can be issued during the year, judging by his experience. But not all of this amount need to be issued from the point of view of absolute necessity in carrying out the government's financial program. But Y.43,000,000 of the Korean enterprise loan, Y.3,000,000 of the increase of telephones, Y.1,800,000 of the remainder of the fund for railway improvement, Y.10,000,000 of the war expenses, in all Y.57,000,000 must by all means be raised in order to carry out the financial program of the government. The railway bonds of Y.20,000,000 the bonds for Y.30,000,000 needed for renewing old bonds at home and abroad, the reserve fund for war expenses in bonds to the amount of Y.20,000,000, and Y. 50,000,000 of the remainder of the special national treasury certificates may not be necessarily raised, in order to carry out the financial program of the government. But if the government cannot carry out the financial program which was once approved by the Diet, sanctioned by the Emperor and promulgated to the public, then it will mean a serious responsibility for the ministry, says Mr. Hamaguchi.

Disapproves Telephone Plan

Mr. Hamaguchi cannot understand the reason for such gigantic plan of improving telephones in eight years with the expenditure of Y.100,000,000, raised by means of bonds. He doubts the success of such plan. It is a regrettable thing that such a reckless plan has been started, he thinks.

After some more of criticism of the doings of the Terauchi Ministry, Mr. Hamaguchi says that in order to fulfil the great mission of maintaining the permanent peace of the Orient the Japanese Empire must extend the navy. The nation should not be content with the present naval extension program of the Japanese Government. He does not say that the plan of eight and four shall be doubled, nor does he suggest that it shall be made on eight and eight plan. But at any rate the present plan is not satisfactory, he says.

The naval extension program will be the principal issue to be discussed. Mr. Hamaguchi thinks, in the coming session. The next in importance will be the question of restitution of the sinking fund from Y.30,000,000 to Y.50,000,000. But this sinking fund question is now a minor issue when such big naval program is before the Diet. The next issue will be as to the extent and kinds of undertakings to be carried out by means of bonds.

The order of importance of these issues will be, first, the naval program; second, the bonds; third, the sinking fund.

As for the steel question with America, Mr. Hamaguchi doubts the success of a settlement of the issue satisfactory for Japan.

The question of ship control is incomprehensive as a diplomatic measure. It was pointed out that this ship control measure was established in order to be able ta furnish bottoms for carrying war materials to Russia on behalf of the Entente Powers. But ships have not yet been supplied to the Entene Powers in any marked difference from before.

Mr. Hamaguchi believes that the people will be greatly interested in political issues as they will be discussed in the fortieth session of the Diet, because the questions of steel, gold, cotton and raw silk, will affect the life of the people more directly than the pure constitutional questions, which has hitherto been made the principal issues by political parties.

Baptist College Notes

A lecture, illustrated by lantern slides, on "Chinese Life and Health Conditions" was delivered at the Yangtszepoo Social Center on Thursday evening by the College physician, Dr. G. F. Huntley. The lecture was attended by about two hundred of the people living near the Center. The Day School of the Center, which has been temporarily closed, re-opens November 26.

Mr. A. H. Ufford of Shaoshing, Mr. W. F. Wilcox of Ningpo and Dr. J. V. Latimer of Huchow visited the College last week.

The Cadet Corps of the College held its first battalion drill and inspection last week. The battalion was inspected by Major James B. Webster, attended by Adjutant C. L. Bromley.

The star goaler of the football team Tsang Deh, the loss of whom seriously crippled the team in their games at Hangchow, was in the game again yesterday.

Sailed from Shanghai

For London, etc.
Iyo Maru .....Sept. 24
Shidzuoka Maru .....Oct. 20
For Liverpool
Benrinnes .....Oct. 21
Hirano Maru .....Nov. 8
Kitano Maru .....Oct. 14
For New York
Suruga .....Aug. 2
Toyoka Maru .....Aug. 10
For San Francisco
China .....Nov. 19
Colombia .....Oct. 18
Royal Arrow .....Oct. 17
Siberia Maru .....Oct. 18
Venezuela .....Nov. 11
For Tacoma
Hawaii Maru .....Oct. 1
Manila Maru .....Nov. 12
For Seattle
Inaba Maru .....Oct. 13
For Vancouver
Bessie Dollar .....Sept. 17

WEST 1211
"THE MOTOR HOUSE" FOR MOTOR TROUBLES
H. S. HONIGSBERG & CO. INC.

Representatives:
Zylstra & Co.
6 Kiukiang Road.
Tel. Central 4739

FOR "HER"

Electric Irons

THE ELECTRIC IRON IS SUPERIOR TO ALL OTHERS IN
CLEANLINESS
CONVENIENCE
CHEAPNESS

A TRIAL WILL DEMONSTRATE ITS MANY ADVANTAGES.
Electric Irons of various types are now kept in stock by local electric contractors.
For further particulars, etc., apply to the
MUNICIPAL ELECTRICITY DEPARTMENT
SHOWROOMS: 471-2 NANKING ROAD. TEL. NO. 2660

GARNER, QUELCH & CO.

GARNER, QUELCH & CO.
Sole Agents: 73 and 73A Szechuen Road.

FIND CHINA READY AS JAPAN'S FRIEND

However, Seiyukai Leader Cites Widespread Suspicion Regarding Activities

SEES PEKING COMPROMISE

Feng Kuo-chang And Tua.. Chi-jui Want Harmony, Believes Mr. Ogawa

Tokio, November 17.—That the Chinese are beginning to understand Japan and that the suggestions of Sino-Japanese friendship by Japan is considered more sincerely is the opinion of Mr. Heikichi Ogawa, a member of the Diet, and one of the directors of the Seiyukai party, who has just returned from a trip to China. Upon his arrival in Tokio he was interviewed as follows:

"When the so-called Monroe Doctrine of Viscount Ishii was reported to China, there was aroused a strong suspicion that Japan and America had entered into a secret understanding. There were many prominent men in Peking who for a while were anxious to learn the true nature of the Ishii mission. Some Chinese for a time entertained a serious suspicion about Japan.

"But now that the joint Japanese-American Declaration has been published these clouds of suspicion have been swept away. Of course, there are some objections which may be made to the declaration, but since the declaration is one which declared only what has already been recognised by China, influential persons in China are at ease.

"Concerning the various issues which arise in Manchuria and Shantung, various imaginations have been indulged in as to the China policy of the Japanese Empire, beyond our ken. The proposals made in Shantung by Japan are viewed with suspicion. It is therefore imperative for the Japanese Government to pay attention to these points and try to let China understand Japan's attitude.

Chinese Are Suspicious

"Especially, as regards the question of establishing a civil administrative system along the Shantung railways, while we had not thought that such proposition would cause a serious issue, as we had thought it will be only a temporary matter, yet in China it is maintained that it is clearly a violation of sovereignty to establish a civil administrative system in a foreign country. This is because there has not been a perfect understanding established between the two nations. So the diplomatic authorities, the army, the government officials, the people, and the press should unite to see that the policy of Sino-Japanese friendship is carried out by letting the Chinese understand our attitude.

"The Peking Government is composed of various elements of politics. Today each element is endeavoring to co-operate by avoiding frictions. President Feng Kuo-chang and Premier Tuan Chi-jui are endeavoring to exchange their views to the end that harmony may be established. The same thing may be said about the elements of the Bank of Communications and the Bank of China.

"But since the Peking Government is a cosmopolitan institution, should any untoward event take place there is no way of knowing what might take place. It is therefore difficult to judge whether Premier Tuan will be able to hold the situation well in hand so that a strong government can be established in China. The Japanese in China do not seem to have a clear view of the situation.

Advocates 'Watchful Waiting'

"Concerning the question of compromise between the North and the South, not only the government as a whole, but President Feng and Premier Tuan are making various endeavors. This is due to the fact that the Peking Government took a policy of subjugating the South by force. But it is doubtful whether this policy will be continued. There is every reason to believe that a compromise will be reached and peace will be re-established.

"Various movements for compromising are going on everywhere, but in view of conditions to be agreed upon, which is a very difficult matter, it is observed that the present condition will continue for some time.

"At this opportunity the Japanese Empire should continue the policy of non-interference and watch the developments. Some developments may be noted in the meantime which will alter the situation completely.

"There is one thing more to add. The suggestion of establishing a closer relationship between Japan and China has been appreciated gradually among the Chinese of late. Now the influential persons are trying to do what they can to bring about the realisation of the suggestion. It is a pleasing sign that such a development has been noted."

Launch Services

TODAY

The launch conveying passengers to the O.S.K. s.s. Kohoku Maru will leave the Canton Road jetty at 9 a.m.

TOMORROW

The tender conveying passengers and mails to the T.K.K. s.s. Shinyo Maru will leave the Customs jetty at 3.30 p.m.

'Sammy' Training In France To Bomb The Germans

Our boys in France are being taught to throw hand grenades by veterans of the famous Chausseurs d'Alpine. The photo shows a squad being instructed. Note the steel trench helmets worn by the American soldiers.

Proper Use Of Man Power To Hasten Peace

By Hall Caine

(From the London Daily Chronicle)

Without personal disrespect it may, perhaps, be said that whether Lord Milner or Sir Auckland Geddes is to conduct the new campaign for the co-ordination of Man Power is not a matter of great national importance, and therefore it is not a a subject worth quarrelling about. Except so far as names indicate tendencies, and a man's past casts a light on his future (a condition of rare occurrence in these days), it is scarcely a matter of any national importance whatever. What is of importance to the nation at this moment is that to the task of estimating and reassorting the remaining man-power of the kingdom some recognisable principles should at last be brought.

Hitherto we have made grievous mistakes, and it is small comfort to reflect that our enemies have also made them. Most of these mistakes have been due to haste and the lack of reflection, but many have come of almost complete indifference to the lessons of history, utter disregard of the plain laws of nature and appalling want of the knowledge of men.

When, at the outbreak of the war, we began to count and gather up our man-power we did not reflect, and perhaps could not foresee, that the whole theory and practice of modern warfare would be found to have so changed that the first needs of the wars of a hundred years ago, or even of fifty, were no longer likely to apply. In earlier days battles were fought and won solely, or mainly, on the field of battle. Now they are fought and won equally at the base, and almost more than equally at home. Not seeing this in advance we swept every Volunteer to the front, with the result that we lost the balance of our man-power, and have never been able to recover it. Hence the shortage of munitions in 1915, and the general want of co-ordination between the Army and the sources of its supply.

Waste Of The Best Types

At the beginning of the war, too, we failed to see that trench warfare, and the consequent warfare of mechanical forces which was an almost certain development, would make an entirely new demand on the qualities of man-power for the field. We began by flining a vast quantity of the finest human capital of the world into the firing line—our clearest brains, the most perfect examples of our race, the young men who might have been expected to carry on our species to a higher development. Hence the waste (but for the high motive prompting the sacrifice) of the best types of manhood, which is the consequence of all warfare, has never been greater, more grievous, and perhaps more unpardonable than during the present war.

At the beginning of the war, too, and down to this day, in counting the man-power of the nation, we kept our eyes so steadfastly fixed on its physical necessities that we gave little or no thought to its moral duties. War requires physical strength in the soldier, and as the highest physical strength belongs to the period of youth, we decided, not for the first time in the history of the world, that our young men should fight our battles. In its physical aspect this decision (assuming that it is carried out justly) is probably beyond question, but on its moral side it has hardly a word to say for itself. The wars of the world usually come out of the evils of the past. They are generally the fruits of error, want of forethought, gross injustice, wicked avarice and cruel tyranny on the part of the generations who are now exercising the right of government, or the generations who have previously exercised them. In strict justice the people who make mischief should mend it. But that is not the way of nations when they go to war. Thus the young men, by reason of their strength, must pay for the old men's errors, or at least their misfortunes, and the only moral justification we have for standing by while they do so is to be found in the thought that they are at the same time rectifying the blunders of our past and securing for themselves a better future.

The Entire Nation At War

If it had been recognised earlier that a great war is not now merely a struggle of soldiers on the battlefield, but the universal effort of the entire nation, concentrated on one task in a thousand different activities, we should not have left unemployed an immense mass of manpower that is just beyond the military ages. We should also have been spared the nauseous spectacle of vast numbers of men in the full vigor of life using their blatant voices on the platform, in the Press and in Parliament for the sole purpose of reviling with every note of slander the young men who have not rushed forward to protect them. "I shall never ask another man to do what I cannot do myself," said Lord Rosebery in the early days of the war. Many who are no longer young have felt like that. And the past three years of war have furnished no facts more disgusting to some of us (amidst scenes of spontaneous sacrifice on the part of the young manhood of the Empire, which, as we are not ashamed to say, have again and again brought the tears to our eyes) than the selfish waste of man-power among young men who, perfectly fit for national service, have done nothing but carry on their profitable private businesses, eat well, sleep soft, and fight with their mouths.

As a consequence of these errors in our theory of man-power, our mistakes in practice have been many it proved to be our greatest blunder. We ought to have seen our error from those first days in which we were told that to win the victory that was necessary to our safety, the barrister must be prepared to work side by side with the navy. The most sincere democracy might have reasonably rebelled again at that egregious dictum. And it did. Silently, without stir, the nation killed the scheme for national service on such lines by leaving it alone.

No wonder. Hardly anything more palpably in opposition to natural law could have been conceived. We have only to think of the long processes of selection and adaptation, whereby each and all of us through the years of peace, generation after generation, are fitted to the various inches we fill, so that, notwithstanding all the accidents and errors that come of poverty, inequality of education, misgovernment and misfortune, we are, as a whole, doing the work we are best suited to do—by muscle and brain and hand and voice and nerve—and then reflect on the wild and crude design of violently changing all this in a month, a week, a day, at the call of a Government in need of man-power, to see why National Service failed, and richly deserved to fail. To have made it compulsory as its first basis would have been to create chaos and perhaps even provoke revolution.

The Lesson To Be Learnt

If, at the beginning, we had conscripted the entire manhood and womanhood of the nation for the nation's need, and then proceeded to call upon it, not on the arbitrary and artificial ground of birth and marriage certificate, but on the natural ground of capacity, experience and adaptability, we should have avoided one-half the hardships, the inequalities and the injustices of the past three years, and all the same employed, in their proper channels of activity, a vast number of persons who have been doing nothing for the State while their fellows have done more than their share, saved immense sums of money, kept down the cost of the campaign, made profiteering practically impossible, and prevented the development of the present scandalous condition of people growing boundlessly and shamelessly rich out of the war.

Not by violently disturbing the operation of the silent and inexorable laws of nature, but by observing them and working in obedience to them, is the man-power of a nation to be turned to the best account at a time of national need. That is the lesson which is now before whomsoever it may fall to at this moment to gather up and co-ordinate, our remaining man-power for our final effort to overcome the last resistance of our enemies. The task is a great and difficult one. It is also a task of immense necessity. The character of the peace depends upon it. All the world wants peace, for all the world is bleeding to death from the wounds of war. But there is this difference between the peace our enemies want and the peace we want, and it is happily possible to put it in a nutshell—our enemies want a peace that will last ten years; we want a peace that will last for ever.

ARE YOU RUN DOWN?

The expression "run-down" comes from the feeble action of an unwound clock, and the comparison is a good one. Applied to health, it means a condition in which all the bodily functions are enfeebled. Appetite fails, the digestion is impaired, the nerves are impoverished, the complexion becomes pale, there is no animation, but rather worry and mental depression. Fatigue is a constant symptom.

No particular organ being affected, you must look for relief to the blood, as it circulates everywhere. Improvement in the blood is quickly felt throughout the entire system, and Dr. Williams' pink pills for pale people are the best and most convenient blood builders. As your blood becomes rich and red, the various organs regain their tone and the body recovers its vigour. If you have any or all of the above symptoms try the tonic treatment with Dr. Williams' pink pills, obtainable from Chemists everywhere, also $1.50 per bottle, $8.00 for 6, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FREE.—Send a post card for a most useful Health Guide to above address.

LIFEBUOY SOAP

USE LIFEBUOY FOR HEALTH'S SAKE

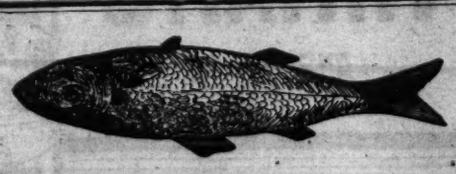
Give LIFEBUOY SOAP a trial today for your health's sake.

LIFEBUOY SOAP has been proved to be a powerful disinfectant and exterminator of germs and microbes of disease.

Your Dealer Sells It.

Agents: LEVER BROTHERS (CHINA) LIMITED

8 Kiukiang Road, Shanghai



Pursuing our policy of selling provisions in bulk, we have added a new line to our stock:

COFFEE AND COCOA

Three reasons which should induce you to buy from us:

Our Coffee, a perfect blend, is roasted daily; therefore, it is fresh:
Our Coffee is ground while you wait; therefore, it is pure:
Our Coffee is sold in paper bags, not in expensive tins; therefore, it costs less.

Call or send your boy for a sample

12 NANKING ROAD or 768 BROADWAY

I. SHAININ & CO.

DELIVERIES TWICE DAILY
TELEPHONE YOUR ORDERS TO CENTRAL 1899

As the dark days arrive better illumination becomes a necessity, lamps in use have blackened, give less light and consume more current.

THEREFORE

It pays to replace the old lamps and to use those of proved reputation among electric light users throughout the world.

"OSRAM" — "G.E.C."

DRAWN WIRE LAMPS

Give utmost brilliancy, long life and consume least current

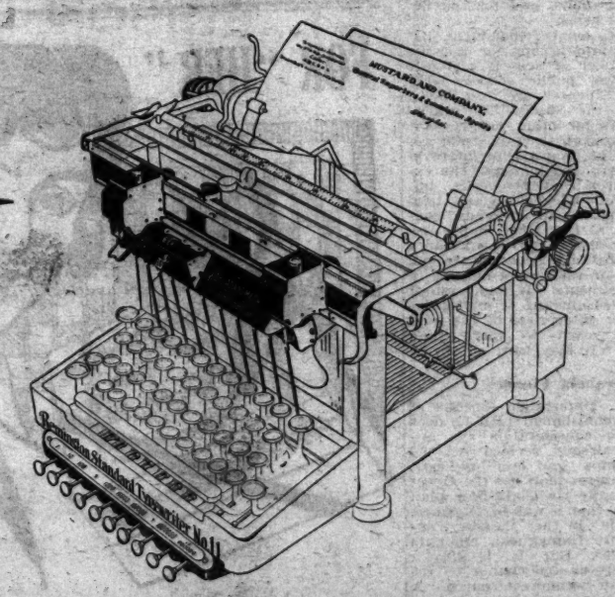
SOLE IMPORTERS

THE GENERAL ELECTRIC CO. (OF CHINA), LTD.

7, Jinkee Road, Shanghai

Telephone 1606 and 1608.

THE NEW IDEA



The latest REMINGTON idea

is a machine to write, and
add, and subtract, and audit
— ALL ONE MACHINE

It adds when it writes; or subtracts when it writes; or writes without adding; or adds without writing. It does all or any of these things whenever you please.

TO SAVE TIME IS TO LENGTHEN LIFE — "STANDARD" — TRADE MARK — REMINGTON TYPEWRITER

MUSTARD & CO.

AGENTS

22 Museum Road Shanghai

'Don'ts' From Author Of 'Over The Top'

(Continued From Page 6)

since Gunner Empey's cheek was crushed to pulp, and it was thought that his face could never look like a man's face again—until a young American surgeon, a Harvard unit man, promised to "see what he could do." Now Gunner Empey simply has a slight scar on one cheek. He talks with a great deal of vigor, of enthusiasm, a contagious zest of soldiering. And his word of encouragement is not confined to the reminder of respites in the actual fighting, or, indeed, to the fighting side of war at all.

"There is some abominable German propaganda," he said, striding down his room in the hotel, "to the effect that when the American soldier gets to France he is thrown into evil associations. Nothing," he declared with the utmost emphasis, "could be further from the truth. In no place is there drawn a stricter line for good conduct than in France. Soldiers in French villages are not allowed to roam about at will. The questionable civilian population, what is more, is segregated in strictly patrolled quarters. And any man, no matter what his rank, who is found in the vicinity of these districts without a written permit detailing him to some specific duty there is arrested and severely dealt with.

"I'd like to tell every mother in America," he added, "that, no matter what her boy is when he goes into the war, he'll be a manlier man when he comes out of it. He will be more self-reliant, more courageous; a great quality of justice and fair play will have been instilled into him. And the army is a great leveler; the highbrow, the roughneck, the wise and the otherwise are all on the same plane, fighting for the same cause, and all fighting for you. The coal heaver's son and the millionaire's son, marching side by side, sharing the same life, are in just the same danger together; a German bullet is no respecter of social position.

"Then," he went on, with a change of tone, and with admiration in his voice that showed how he felt before he had got to the end of his sentence, "there is the Y. M. C. A. You people in America ought to do every thing you can to help the Y. M. C. A. It is the real home of the American soldier in France. It can't give him his loved ones, but it gives him the comforts and interests and pleasures of home. It brings home to him there in the mud of the trenches. And those Y. M. C. A. men aren't drawing any wonderful salaries, either; they are volunteers, and they are in the midst of the mud and the firing, as the soldiers are, to make the soldier comfortable and help him maintain the religion and the manliness that he had when he went into the war. The Y. M. C. A. doesn't make any distinction in any way—Protestant, Catholic, Jew, atheist, every one is welcome.

"Show me the soldier who makes a disparaging remark about the Y. M. C. A. or its work," he said, "and I'll show you a soldier who is a detriment to the army, who is constantly in trouble, and who has lost the respect of officers and mates. It's up to you people here at home to help the Y. M. C. A.

"And help the Red Cross. Everything you do for the Red Cross helps us in this war. Every bandage and sock helps. And every Liberty bond, no matter how small, is not only a good investment, but may directly benefit your own son or sweetheart or brother in the front-line trench. With every dollar you put in Liberty bonds, you also go over the top against Germany."

The soldier was talking directly to the people at home now. But he hadn't finished his advice to them. He had something to say about letters.

"When you people at home write to your soldiers in the trenches," he said, "forget your own petty troubles; don't tell them that some one is ailing and the weather is bad. Nothing disgusts a man more than to read whining letters from home, when he's sitting on the fire-step of the trench, in the mud! But, on the other hand, don't tell him what a good dinner you had on Sunday, and how John Doe took his best girl to the movies yesterday. Like as not he'll tear open your letter with a hand that he cut trying to open a bully beef tin! And as for John Doe, the soldier is likely to ask why he isn't over there, too, instead of taking girls to movies back in America! And don't have the sewing circle write him letters about obeying the Golden Rule and being good to the German prisoners! It'll be a long time before he so much as sees a German, you know! And don't ask him to ask General Pershing for his autograph!

"And don't ask him questions about personal family affairs that he must answer. The soldier's letters are censored by his platoon officers, or officers in his own command; and it will be embarrassing for him if he has to write home in too personal a tone. The thing to do when you write to your boys in the trenches is to slap them on the back! As for presents—don't send them a lot of useless junk. If you are in doubt, send money, and let them buy what they want themselves."

Cheerfully as he looks upon the soldier's prospects on the whole, Mr. Empey has no hope of an early end to the fighting.

"I can't see any sign of peace for three years," he said. "It will be a long war, and every one will be needed. About 40 per cent. of the work will be done by the men in the trenches. The rest must be done at home by the women, by those too old for service, and by those physically unfit for fighting. The sooner we realise this the better. And we must realise, too, that we are not just fighting Prussianism and militarism; we are fighting Germany and everything that has to do with Germany. The American soldier in the trenches fights German soldiers; it isn't the Kaiser, it's a German soldier, who is aiming a bullet at him."

On the other hand, the soldier has the most complete confidence in the American troops and the work that they will do. He went on:

"The fighters on the other side are absolutely wonderful. But my firm belief after thirteen years of service in the United States Army is that the American soldiers are going to make the world sit up and take notice. They are fresh, and that means a lot. They'll have a hard time at first, but there's no cause for discouragement in that; that's what they're going for; they are not in it for parade purposes!

"The spirit of the draft camps is wonderful! And the men I've talked with aren't thinking of avoiding service; they are asking, 'What outfit can I get into that will get me over there before the rest?' and it's no disgrace to be drafted."

Mr. Empey refuses even to call the draft conscription. It isn't that, he says. With a quick, imaginative visualisation he pictures Uncle Sam tired out by the wrangles of politicians, fallen asleep among them all, wakened by the newspapers to the immediate fact of war, and quickly throwing an order to all young men in the country to come over the top for justice and liberty—and self-preservation. Come on," the order added, "we're all going. There isn't time to argue. Just get into your uniform."

"And that," Gunner Empey added, "was what they called the Conscription bill!"

New Photo Of U. S. Troops In France

Haircut a la Francaise. Scene in village street near which is located the American training camp in France. The Sammies quickly make friends with the French youngsters and chat with them while waiting their turn to be "next."

The Court Cards

The Court Cards presented a complete change of program last night at the Lyceum Theater and scored heavily again.

Part one saw the clever company in individual turns and the second venture was a delightful Dutch scene and a wonderful melodrama. All the members of the company showed up to advantage but one turn that stood out well was "Poor Butterfly." Miss Dorothy Grace sang the solo part and the rest played up so well that the result was finely harmonious.

Same program on Monday. It is good and calls for a big house.

SILVER QUIETLY STEADY

(Reuter's Agency War Service)

London, November 22.—Samuel Montagu's weekly silver report states that the market has been quietly steady but the tone far from vigorous. Shanghai exchange has shown a tendency to rally from the recent quotation of 3/11½.

Astor Ballroom Opened

There was a gala atmosphere about the Astor House last night when the new ballroom was formally opened. The largest crowd of this season was present for the opening. Following a special musical dinner, which was largely attended, dancing began shortly after 10 o'clock.

The new ballroom is undoubtedly one of the handsomest and largest in the Far East. The dancing floor alone is 70 by 95 feet and at one end there is a large platform which can be used either for the orchestra or as a stage. The room is beautifully done in cream and old gold, with tasteful inverted lights that give a pleasing atmosphere.

The plans for the ballroom are the work of La Fuente and Wootten, architects, the furnishings were done by Lane, Crawford and Co., and the lighting by Andersen, Meyer and Co.

London Rubber Market

Reuter's Service

London, November 23.—Today's rubber prices were:—

Plantation First Latex Crepe.

Spot: 2s. 5½d. paid.

January to March: 2s. 6½d. paid.

Tendency of Market: Steadier after Dull.

Last Quotation, London, November 22.

Spot: 2s. 5½d. paid.

January to March: 2s. 6½d. paid.

Tendency of Market: Very Dull.

Passengers Departed

Per s.s. ——— for Vancouver, etc:—Mr and Mrs. C. E. Buery, Miss E. Bury, Miss M. Beury, Mr. M. W. Barber, Mr. and Mrs. T. J. Barolay, Mrs. A. G. Bryson, Master A. Brydaulds, Mr. R. V. Glenn, Mr. J. H. Campbell, Miss C. Chapman, Mr. E. B. Clarke, Mr. A. Constantain, Mr. and Mrs. H. R. Caldwell, Master M. Caldwell, Master O. Cladwell, Master J. ladwell, Miss M. Caldwell, Miss F. E. Coombs, Mr. and Mrs. W. F. Carey, Miss F. Carey, Master B. Carey, Mr. J. N. Dawes, Mr. J. K. Faulds, Mr. R. V. Glenn, Mr. and Dorrah, Miss B. Eberhart, Mr. J. S. Fearon, Miss C. M. Fobes, Mr F. J. Mrs. A. C. Henning, Master Henning, Mr. E. K. Hartman, Mr. C. W. Hawkins, Mr. H. B. Hawkin and infant, Mr. P. T. Haskell, Mr. H. E. Howard, Mr. N. Kirschbraum, Mr. J. T. Killian, Mr. Lewis Lufaky, Miss A. S. Nayhew, Mr. and Mrs. H. Middleton, Miss Middleton, Mr. J. P. Moris, Miss M. E. McIntyre, Mr. and Mrs. P. E. Pavo, Mr. and Mrs. E. Quackenbush, Mr. and Mrs. B. Atwood Robinson, Mr. F. C. Raeburn, Mr. H. M. Spence, Mr. K. C. Sun, Mr. F. R. Tuckey, Master Hugh Truman, Mrs. W. B. Thompson, Mrs. J. E. Thompson, Miss Elise Vincent, Harold M. Wyckoff, Dr. Orren S. Wightman, Mr. Wong, Miss Sarah Xavier, Mr. W. W. Baker, Mr. W. Murdoch, Mr. B. Ejornbak, Sir J. H. Stewart Lockhart, Miss Stewart Lockhart, Mrs. T. Wissotsky, Mrs. F. J. Mulcahy, Mr. A. J. Hughes, Mr. and Mrs. G. B. B. Eldwell, Mr. R. E. Clark, and Mr. L. E. Nn Ryan.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, NOVEMBER 25, 1917

Date and Destination	Per	Cnl.	Br.	USA.	Rus.	Jap.	Rem
Today							
River Ports	Train & Str.	21.00	..				21.00
Peking and Tsin (Every day)	Train		..		17.00		17.00
Hongkong and Canton	..	11.00	..			..	10.30
Hongkong, S. Ports, Australia, Straits, C'lon, India & Europe		11.00		..		..	10.30
Tomorrow							
Japan via Nagasaki	Yamashiro m.		..	..	..	21.00	19.30
Europe via Siberia	Via Pukow	21.00	..	..	..	..	20.30
Europe via Siberia (Express)	†Via Pukow		21.00	..	..	..	17.00
Europe via Siberia	.. .. ..				8.00	..	17.30
Hongkong and Canton	Sulyang	21.00			6.30	7.00	21.00
Hongkong			17.00	..		..	..
Japan	.. ..		1.00			..	..
N'saki, Kobe, Y'hama, Canada, Honolulu, U.S. & Europe	Shinyo maru	..	..	B 4.0			18.00
Japan & San Fran. via N'saki	Shinyo maru			..		H143	14.00
Japan, U. Kingd'm v. Canada via S. U. A.		14.30					4.00
Dairy, Manchuria & Europe	Sakaki maru					22.00	19.30
River Ports	Train & Str.	21.00		..	..		21.00
Tsingtao, Manchuria & Dairy	Sakaki maru	16.00	..	..			8.00
Japan, Canada, U. S. & Europe	Shinyo maru	13.00	..	..	..	..	12.30
Japan Ports	Yamashiro m.	18.				..	1.00
Tientsin	Yiungchow	10.3	..	..			10.00
Foochow	Hsinchi	21.00			16.30	17.00	21.00
Hongkong and Canton	Kwangtee	21.00			16.3.	17.3	21.00
Chefoo			10.30	..		..	..
N'saki, Kobe, Y'hama, C'da, U. S. & Europe via U.S.A.			4.30	..	..	..	14.00
Tsin (Daily except Sunday)		..	11.00				
Hankow		..	17.00				
Ningpo	Hsin Peking	..	15.0	..		..	..
Tuesday, Nov. 27.							
Weihaiwei, Chefoo & Tientsin	Shuntien	13.30	13.30	..	..	..	13.00
River Ports	Train & Str.	4.30					21.00
Chefoo and Tientsin	Esang	10.30	10.30	..	..	..	10.00
Wednesday, Nov. 28.							
Europe via Siberia	Via Pukow		..	..	18.00	..	17.30
Europe via Siberia	Via Pukow	21.00		..			20.30
Europe via Siberia (P. Train)	†Via Pukow	21.00	..	..			17.00
Amoy, Hongkong and Canton	Sinkiang	21.00			16.30	17.00	21.00
Amoy and Hongkong		..	17.00		..		

† Letters forwarded by this route only when specially marked.

B Postal money orders until 1 p.m. and parcel post until 12 noon.

E Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m and money orders 3 p.m.

H Letters and boxes with declared value 2 p.m. Parcel post and money orders 1.30 p.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday and Wednesday at 9 p.m. Registered mails are closed half an hour earlier.

Mails for Hankow close every day at 11.30 a.m. and 9 p.m. Registration at 11.30 a.m. and 8.30 p.m. and for Peking and Tientsin every day at 9 p.m. Registration at 5 p.m. at the Russian post office.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albergo	1769	Ger.	Carlowitz	KND
Aug 4	Hongkong	Bonemia†	4282	Aus.	Aus. Lloyd	8 VII
[illegible]	Hongkong	[illegible]	[illegible]	Aus.	Aus. Lloyd	BIX
Aug 5	Hongkong	D. Rickmers*	1851	Ger.	H. D. & Co	KNDW
Dec 17	Nanking	Fortuna*	182	Ger.	H. D. & Co	KNLW
Nov 14	Newchwang	Feicheng	994	Chi.	C.M.S.N.Co	YKLW
Nov 16	Japan	Fulisan maru	1276	Jap.	M. B. K.	MBKW
Nov 22	Japan	Fukuju maru	1100	Jap.	Furukawa&Co	
Sept 26	Keelung	Ilmgard	614	Am.		ODW
Nov 11	Chinwangtao	Kiangping	1222	Chi.	F. M. A.	TKDD
Nov 20	Chinwangtao	Kenkon maru	1682	Jap.	K. M. A.	KMAW
July 1	Hankow	Meidah*	1682	Ger.	Melchers	KND
July 30	Hankow	Meilee*	1682	Ger.	Melcher	YTPD
Nov 13	Hankow	Meian	417	Am.	S. Oil Co.	[illegible]
Nov 21	Hankow	Meitoo	406	Am.	S. Oil Co	SOCW
Sept 27	Cruise	Pacific	727	Dan.	G. N. T. Co	7 p
Nov 21		Pongtong	997	Am.	S. T. & Co.	CMLW
July 30	Tsingtao	Sikian*	1840	Ger.	H. A. L.	KNDW
July 30	Hongkong	Silesia†	8318	Aus.	Aus. Lloyd	BI
Nov 20	Cruise	Store Nordiske	598	Dan	G. N. T. Co.	9 p
Nov 22	Hongkong	Shengking	1315	Br.	B. & S.	CNW
Nov 17	Hankow	Tafoo maru	1758	Jap.	N.K.K.	LPDW
Nov 19	Chinwangtao	Yodo maru	1571	Jap.	K.M.A.	KMAW
Nov 22	Chefoo	Yingchow	1992	Br.	B. & S.	CNW

*Taken over by the Chinese Government on March 14.

†Taken over by the Chinese Government on August 14.

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
MMB	Apr. ..		D de Lagree	Fr g-b.	..	..	..	
ODW	Nov. 15	Cruise	Monocacy	Am g-b.	..	..	..	
6 P	Oct. 26	Curise	Nightingale	Br. g-b.	85	..	..	
BNB	Nov. 12	do	Quiros	Am g-b	..	..	..	
P&OB	Apr. 14		Samar	Am g-b.	245	4	55	Brown
7 p	Nov. 16		Suimda	Jap g-b	..	..	..	
P&OB	Nov. 16	Curise	Villalobas	Am. g-b.	..	..	..	Clarke
BNB	Aug. 24	do	Woodcock	Br g-b	150	..	..	

FALL IS HERE— WINTER IS COMING

G-E EDISON LAMPS

for the long evenings

"The New Sun for the Whole World."

Andersen, Meyer & Co., Ltd.

4 Yuen-Ming-Yuen Road Telephone 778

The Sincere Company (Shanghai), Limited.

NANKING ROAD.

SPECIAL CONSIGNMENT OF

Tientsin Camel Hair Carpets

just arrived. Made in different sizes and newest designs.

We also stock a great assortment of

Axminster Carpets, Mohair Rugs,

Door Mats, etc.

VERY ATTRACTIVE COLOURS

Come to our 4th floor and pick out what you want.

Make your home a real comfort for the winter season.

The Sincere Company (Shanghai), Limited.

Nanking Road. Telephone Central 4733-34-35.

SHANGHAI-NANKING RAILWAY

ABRIDGED TIME TABLE, IN FORCE FROM SEPTEMBER 1st, 1917

Up—Shanghai North To Nanking (Main Line) Nanking To Shanghai North—Down

STATIONS	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	23.00
SOOCHOW dep.	..	9.41	11.02	12.20	14.55	18.15	19.20	1.08
WUSIH dep	..	10.21	12.24	13.41	15.54	19.27	20.20	2.10
CHANGCHOW dep.	6.40	11.22	13.18	15.03	17.48	..	21.25	3.10
TANYANG dep.	8.15	12.18	14.11	16.16	17.41	..	..	..
CHINKIANG dep.	9.16	12.52	14.55	17.17	18.22	..	..	5.06
NANKING arr.	11.19	*14.15	16.30	19.13	19.50	..	..	6.50
		5.10.30	T.P.R.	..	..	..	..	..
PUKOW dep.	..	8.06	Second	..	..	..	..	..
TSINANFU dep.	..	1.31	Day	..	..	..	..	..
TIENTSIN arr.	..	17.00	P.M.R.	..	..	..	..	..
CENTRAL dep	..	19.50		..	..	..	..	..
PEKING arr.	..							

STATIONS	Local	Fast Local	Fast R	3rd and 4th	Fast R	Express R.	Local	Night Express R.S.
PEKING dep.	..	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	..	11.10	T.P.R.	..
CENTRAL dep	..	..	..	..	..	3.12.00	Second	..
TSINANFU dep.	..	..	..	..	..	0.31	Day	..
PUKOW arr.	..	..	..	..	..	13.00	..	..
NANKING dep.	..	..	7.30	8.05	11.45	*14.20	16.35	23.50
CHINKIANG dep.	..	..	9.00	10.11	13.30	16.06	18.16	1.02
TANYANG dep.	..	..	9.36	10.50	14.12	16.41	19.08	..
CHANGCHOW dep.	7.00	..	10.31	12.19	15.08	17.39	20.20	3.10
WUSIH dep.	8.15	7.10	11.28	13.14	16.00	18.29	..	4.11
SOOCHOW dep.	9.36	8.09	12.23	14.54	17.01	19.21	..	5.10
SHANGHAI NORTH arr.	12.15	10.15	14.20	17.50	19.00	21.00	..	7.15

R. Restaurant Cars. S. Sleeping Cars *Connects Pukow with through Siberian Service.

To Shanghai North. (BRANCH LINE) To Woosung Forts.

WOOSUNG FORTS dep.	6.50	8.10	11.10	13.15	16.00	18.10	19.50	21.30	SHANGHAI NORTH dep.	6.10	7.30	10.30	12.25	14.50	17.20	19.10	20.45
KIANGWAN dep.	7.17	8.37	11.37	13.42	16.27	18.37	20.17	21.47	KIANGWAN dep	6.21	7.41	10.41	12.36	15.01	17.41	19.31	20.56
SHANGHAI NORTH arr.	7.35	8.45	11.45	13.50	16.35	18.45	20.25	21.55	WOOSUNG FORTS arr.	6.15	8.05	11.05	13.10	15.35	18.05	19.45	21.11

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	....	....	....
Jessfield dep.	....	7.51	9.16	10.20	....	15.06	....	....	....
Siccawei dep.	....	7.58	9.23	10.29	....	15.13	....	....	....
Lunghwa Junction dep.	....	8.15	9.40	10.47	....	15.30	....	....	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.15*	*13.35*	*15.00*	*16.00*	*16.50*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.47*	*13.52*	*15.30*	*16.22*	*17.07*	*18.12*
Songkiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	....
Kashi dep.	....	9.51	11.52	13.28	....	16.58	18.49	....	....
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	....
Yehzah dep.	8.45	11.05	13.15	15.50	....	17.58	....	....	....
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....	....
Zahkou arr.	11.35	13.10	15.50	19.00	....	19.35	....	....	....

STATIONS	Local	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	..	....	....	6.30	7.55	....	9.20	14.10	15.30
Hangchow dep.	..	....	....	7.00	8.30	....	10.00	14.35	16.05
Changan dep.	....	....	....	8.04	9.48	....	11.40	15.20	17.30
Yehzah dep.	....	....	....	8.41	10.31	....	12.39	15.51	18.40
Kashing dep.	....	....	7.15	9.28	11.22	....	14.10	16.30	19.30
Kashai dep.	....	..	7.48	9.53	11.55	....	14.48	16.52	....
Songkiang dep.	....	....	9.05	10.47	12.59	....	16.08	17.40	....
Lunghwa Junction dep.	*8.18*	*9.43*	*10.23*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.	*8.35*	*10.00*	*10.45*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	....	....	11.35	14.05	....	17.18	18.20	....
Siccawei dep.	....	....	....	11.44	14.14	....	17.28	18.29	....
Jessfield dep	....	....	....	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	....	....	12.05	14.35	....	17.55	18.50	....

KONZEN CHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZEN CHIAO

Konzen Chiao...	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	....	17.20	....
Ken Shang Mun.	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19 15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun.	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	....	9.40	12.10	....	16.55	....	Konzen Chiao...	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, November 24, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 99=Tls.	101.01
@ 73.2=Mex.	$1.38
Mex. Dollars Market rate	73.025
Dragon Dollars: native bank rate	11
S'hai Gold Bars: 978 touch Tls.	2.80
Bar Silver	43⅜
Copper Cash per tael	1773
Sovereigns:	
Buying rate @ 4/1¼=Tls.	4.87
exch. @ 73.2=Mex.	$6.66
Peking Bar	—
Native Interest	.05

Latest London Quotations

Bar Silver	42 1/16d.
Bank Rate of Discount	5%
Market rate of discount:—	72.4
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London	Fr. 27.52
Ex. N. Y. on London	T.T. $476⅜
Consols	£ —

Exchange Opening Quotations

London	T.T.	4/1¼
London	Demand	4/1⅛
India (nominal)	T.T.	287½
Paris	T.T.	564½
Paris	Demand	557
New York	T.T.	97⅜
New York	Demand	96⅜
Hongkong	T.T.	71
Japan	T.T.	52⅝
Batavia	T.T.	219½
Straits	T.T.	57⅝

Banks Buying Rates

London	4 m-s. Cdts.	4/3⅛
London	4 m-s. Docy.	4/3⅜
London	6 m-s. Cdts.	4/3⅜
London	6 m-s. Socy.	4/3⅝
Paris	4 m-s.	587
New York	4 m-s.	102¼

Customs House Exchange Rates For November

Hk. Tls.	4.30 @ 4/2⅛		£1
"	1 @ 574	=Francs	6.89
"	1 No quotation	Marks	†5.21
"	0.90 @ .99⅛	Gold	$1
"	1 @ 51⅛	Yen	2.15
"	1 @ 15	Rupees	3.49
"	1 @ 714†	Roubles	7.95
"	1 @ 1.50	Mex.	$1.50

† Nominal.

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, November 24, 1917.

Official

Langkats Tls. 15.50 December
Tanah Merah Tls. 1.05
Yangtszepoo Cotton (ord.) Tls. 6.10
Yangtszepoo Cotton (ord.) Tls. 6.15
Anglo Javas Tls. 9.90
Anglo Javas Tls. 9.80
Kota Bahroes Tls. 7.60
Chemors Tls. 1.15
Ewo Cotton (ord.) Tls. 170.00 Dec.
Kungyik Cotton Tls. 15.70
Yangtszepoo Cotton (ord.) Tls. 6.20 December

Unofficial

Shanghai Waterworks Tls. 200.00 Old Shares.
Ziangbees Tls. 5.00
Yangtszepoo Cotton (ord.) Tls. 6.20

Sharebrokers' Association

Transactions

BUSINESS DONE

Shanghai, November 24, 1917.

Official

Yangtszepoo Cottons @ Tls. 6.15 cash

Unofficial

Kota Bahroes @ Tls. 7.60 cash
Yangtszepoo Cotton @ Tls. 6.15 cash

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 16th inst.

White Silk.—The decline in exchange brought out a little business and Silkmen tried to obtain better rates, but we close easy again.

Tsatlee Filatures.—King Kee-Mars 1, Tls. 625.

Tsatlee New Style.—Silver Phoenix, Ex. Tls. 637½. Cicada, 1, Tls. 637½. Soleil, 1, Tls. 640.

Steam Filatures are rather neglected. Gold Doubled Dear, 1 and 2. Tls. 930 av. Soey Lun Anchor, Ex. 950 av. open size.

Tussah Filatures 8 coc.—A small business has been done for Europe but America still remains out of the market. Black Pagoda, 1, and 2, Tls. 305 av. Orangoutang 1, Tls. 295. Silver Ostrich 1, Tls. 270-65.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates

FRAZAR & CO.

Singapore Rubber Market

Messrs. R. N. Truman and Co., have received the following telegram from their Singapore agents, regarding the rubber auctions held on Nov. 21:—

No. 1 Smoked Sheet $105 per picul equivalent to 2s. 1¾d. in London.

No. 1 Crepe $105 per picul equivalent to 2s. 1⅝d. in London.

Market rather less dull demand is better for prime and low grade inferior high grade not saleable market closed rather lower demand is declining, offered 1,328 tons sold 430 tons.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The feature of the past week has been the activity in Cotton shares. There has been considerable demand, which up to the present, has not been satisfied, and prices have, in several cases, appreciated considerably. The tendency of Cotton share is decidedly firm. There has been more inquiry for Langkats, the rates for which close firm at Tls. 15 buyers. Trams are in request at Tls. 65½. Shanghai and Hongkew Wharfs are sought for at Tls. 66, with no shares offering. Rubbers on the whole remain firm at quoted rates. The general tone of the market is quiet but firm.

COMMERCIAL CABLES

Reuter's Service

London, November 23.—Today's rates, prices and deliveries were:—

Consols 2½% for account: $16.

Cheques on London at Paris: Frs. 27.18.

T.T. on London at New York: 4.76½d.

Bar Silver (Spot): 42 1/16d.

Bank of England Rate of Discount: 5%.

Market rate of Discount: 4 11/16%.

Cotton; Egyptian F.G.F. Sakellaridis: 31.95d.

Cotton; M. G. Fine Scinde and Bengal: 17.90d.

Cotton; Goodmiddling American: 22.68d.

Plantation Rubber Dec. 2s. 5¾d. paid.

Hornsby's 8¼ lb. Shirtings: 21s. 6d.

Calverts 10 lb. Shirtings: 27s. 6d.

Taylor's 40s. Yarn: 38d.

Price of Common to Low Medium Tea fixed 11 pence to Shilling: £24 11s. 17d.

BAR SILVER

Reuter's Service

London, November 22.—Today's silver prices were:—

Bar Silver Spot: 42 1/16d.

Slightly increased offerings: Quiet.

Last Quotation, London, November 21.

Bar Silver Spot: 43¼d. Quiet.

ASTOR HOUSE HOTEL, TIENTSIN.

Cable Address: ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,

10 Canton Road, Shanghai.

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years,

102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light. Tel. W. 1271.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Ht. Hon Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower Burma)
Haiphong	New York	Tientsin
Hankow	Peking	Yokohama
Hongkong	Penang	

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

L. R. BREMNER.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des-Pays-Bas; Credit Industriel et Commercial; Societe Generale.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-up Capital .... Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt,) and Rotterdam

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne, Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. S. H. Dodwell, Chairman.
Hon. Mr. P. H. Holyoak, Deputy Chairman.
Hon. Mr. C. E. Anton.
F. C. Butcher, Esq.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Ilollo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head Office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

81 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital:	
Chinese Government	10,000,000.00
Chinese Mercantile Community	2,312,500.00
	$12,312,500.00
Reserve Fund	1,892,564.85

HEAD OFFICE: PEKING.

Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG,
Manager.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	36,000,000
Reserve Fund	„	22,100,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Seattle
Changchun	Lyons	Singapore
Dalny	Mukden	Sydney
Hankow	Nagasaki	Sinanfu
Harbin	Newchwang	Tiehling
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kobe	Peking	Tsingtau

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commerical and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$	300,000.00
Reserve	$	10,000.00
Deposits (June, 30, 1917)		$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Undivided Surplus... U.S. $6,500,000.00
Profits... U.S. $1,348,000.00
U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Bankers:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francico
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de, Macoris
Cojon (Cristobal C.Z.)	Medellin	Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.

H. C. GULLAND,
Manager.
1a Kiukiang Road, Shanghai.

Nederlandsche Handel Maatschappij

(NETHERLAND TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—
Guilders 60,000,000 (about £5,000,000)
Reserve Fund—
Guilders 11,595,461, (about £966,288)
Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Bankers:

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Dejember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Langsa	Semarang	
Kota-Radja	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru (Mauritius)	
Galle	(Kelantan)	Pangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tae Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager.
7 Nanking Road.
9752

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

PAID-UP
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted on approved securities, and every description of Banking and Exchange business transacted.

H. TAO,
Manager.
Y. M. CHIEN,
Sub-Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH.
No. 1 Kiukiang Road

Capital	Yen	30,000,000
Capital (Paid-up)	Yen	18,750,000
Reserve	Yen	2,800,000
Deposits	Yen	150,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi Kure, Niihama, Hiroshima, Yanai Shimonoseki, Moji, Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASHARA.
Manager.
Tel. No. 2359 —(Sumitomo Bank).
Tel. No. 2360 —(Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中華銀行 Chung Foo Union Bank

Statutes approved by the Government in 1916

Head office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y.R. SUN,
Manager.
T. D. ZAR,
Sub-manager.

Business and Official Notices

MUNICIPAL NOTIFICATION

No. 2435.

7% (SHORT TERM) LOAN, 1917.

UNDER the authority of Resolutions V and VI passed at the Annual Meeting of Ratepayers on March 21, 1917, the Council hereby invites applications for debentures in the 7 per cent Loan of 1917.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum, payable on June 30 and December 31 in each year. They will be issued at par and will be redeemed on June 30, 1922.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24a Kiangse Road, to whom all inquiries should be addressed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, March 23, 1917.

15531

New French Government 4% Perpetual Loan.

The BANQUE DE L'INDO-CHINE will receive subscriptions at best rate of exchange and granting all facilities, for the above loan, particulars of which are as follows:

Price of issue: Frs. 68.60 for 100 francs nominal.
Date of issue: 26th November, 1917.
Cash subscriptions will be allotted in full.
Allotments in full are equally granted in exchange for the following previous French War Securities:
Bons de la Defense Nationale.
Obligations de la Defense Nationale.
Rente 3½% Amortissable.
The New Loan is unconvertible for 25 years and free of all taxes.

BANQUE DE L'INDO-CHINE.

15783

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets In Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from $7.50 upward.

HWA YENG CARPET FACTORY,
127 Peking Road.
You can't miss our factory: it's right on the road.

The Eden Dispensary

(Next to Horse Bazaar)
FOR VENEREAL DISEASES ONLY
Hours 10-12; 2-4 Daily.
Consultation free and Confidential.
DR. JAMES YUKING, Supt.

THE CHINA LAND & FINANCE CO., LTD.

10 Canton Road

TO LET

NEW houses in Studley Avenue, Baikal Road, hot and cold water, kitchen range, enamelled baths.

Telephone to us—Central 2601, or write to 10 Canton Road.

15722

Anna de Revers Michiara

Renowned Italian opera singer, who has appeared at all the principal theatres in Europe and America, and now returned from a successful tour through Australia, is prepared to give singing lessons to ladies and gentlemen by the real Italian method.

Also undertakes voice training and teaching full opera parts for the stage.

Apply to 45 Boone Road, between 10 and 12 o'clock.

15724

Chinese Government Railways TIENTSIN-PUKOW LINE

Notification No. 267.

Passenger Through Traffic (194/32).

The public are hereby notified that the line between Tientsin-West and Liangwangchuang has been restored wherefor commencing on and from 15th November, 1917, through tickets, Tientsin to Pukow and vice versa, will be issued as usual and mail trains be run daily according to the following TIME TABLES:

DOWN TRAIN

Tientsin-East	dep.	11.30 a.m.
„ Central	arr.	11.40 „
„ „	dep.	12.00 noon
Tsangchow	arr.	6.35 p.m.
„	dep.	6.50 „
Techow	arr.	10.40 „
„	dep.	10.52 „
Tsinanfu	arr.	2.04 a.m.
„	dep.	2.15 „
Yeachowfu	arr.	6.35 „
„	dep.	6.50 „
Hsuchowfu	arr.	11.00 „
„	dep.	11.15 „
Pengpu	arr.	3.22 p.m.
„	dep.	3.32 „
Pukow	arr.	7.58 „

UP TRAIN.

Pukow	dep.	9.00 a.m.
Pengpu	arr.	1.25 p.m.
„	dep.	1.35 „
Hsuchowfu	arr.	5.14 „
„	dep.	5.25 „
Yenchowfu	arr.	9.30 „
„	dep.	9.45 „
Tsinanfu	arr.	2.05 a.m.
„	dep.	2.20 „
Techow	arr.	5.30 „
„	dep.	5.45 „
Tsangchow	arr.	9.36 „
„	dep.	9.50 „
Tientsin-Central	arr.	4.28 p.m.
„ „	dep.	4.55 „
Tientsin-East	arr.	5.05 „

By Order,
THE TRAFFIC MANAGER.
Tientsin, November 13, 1917.

15880

Central Bureau of Liquidation of the Deutsch-Asiatische Bank

Notice is hereby given that under instructions from the Ministry of Finance and the Ministry of Foreign Affairs of the Republic of China, the business in China of the Deutsch-Asiatische Bank has been placed in liquidation.

And all parties of Chinese, Allied and Neutral nationalities having claims against the said Bank are hereby required to notify the Local Bureau of Liquidation of their claims, within one month from this date.

And notice is hereby further given, that all parties indebted to the said Bank must discharge their liabilities within one month from this date, after which period the Central Bureau of Liquidation will take such action as may be necessary.

Shanghai, 13th November, 1917.

Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.
14 The Bund.

15831

C. A. Martinho Marques & Co.

Ship and General Brokers.
1a Jinkee Road, Shanghai.
Tel. ad. "Marques"

Do you want to
MAKE A PRESENT?
During this week we offer special reductions on
Silks and Pongees

The Cathay Lace Co.
19 Nanking Road, Shanghai
Phone 2064

Compagnie Francaise de Tramways et d'Eclairage Electriques de Shanghai

Waterworks Department

NOTICE.

The Company begs to draw the attention of its consumers to the following points:

1. **METERS.** It is necessary during the winter season to protect the meter from frost not only to avoid damage to this apparatus but also to provide against the interruption of the water supply to the house.

It is enough to fill the box containing the meter with dry straw to protect it from deterioration and to avoid the necessary repairs, which are always costly and difficult, all the more so at the present time as it is almost impossible to obtain the spare parts required to carry out repairs.

2. **STOP-COCKS.** Many old installations do not yet possess stop-cocks, and in case a pipe bursts, whether from the water freezing or from any other cause, it is impossible to stop the flooding of the house until the arrival of the CAMPANY'S employees to cut off the water which may often be delayed if there should be many such accidents at the same time.

With a stop-cock installed, closing it is enough to stop immediately all passage of water.

The COMPANY earnestly advises its consumers to insist that their contractor should place a stop-cock after the meter.

3 **PREVENTION OF ACCIDENTS CAUSED BY FROST.**

DRAIN COCK

Every good installation should possess at its lowest part a drain-cock which, when opened after the closing of the stop-cock, will carry away all the water contained in the pipes of the house.

If this operation were put into practice every night, all risk of accident would be avoided.

This measure will, however, evidently not be efficacious unless the distribution of the water has been judiciously established and if there do not exist any lodgements where the water could remain in spite of the opening of the drain-cock.

In giving this advice to its consumers, the COMPANY, which does not undertake any private installations, wishes it to be well understood that it assumes no responsibility for any accidents whatever which might happen although the stop-cock should have been closed and the drain cock opened.

M. COURSIER,
General Manager.

15933

The Banque Industrielle de Chine

invites subscriptions to the
RENTE PERPETUELLE
FRENCH 4% GOVERNMENT LOAN

Free of all taxes
Unconvertible before 25 years
RATE OF ISSUE
Frs. 68.60 for Nominal Frs. 100.00

Subscriptions will close here on 15th December, 1917.

No charges whatever for wiring the subscriptions.

Facilities granted and best exchange.

G. LION,
Manager.

15799

MRS. ABELES

23 North Szechuen Road.

begs to notify that, commencing December 1st, she will re-open her boarding house,

Each room with bathroom attached, hot and cold water, and other modern conveniences. Excellent Table. Telephone. Moderate rates.

15895.

KINGMAN & BROS.

DENTAL-SURGEONS
of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery,
Philadelphia, U.S.A.,
Will perform all
Kinds of dental operation on modern Scientific principles
And supply
Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.
All works are guaranteed to entire satisfaction.
No. 40 Szechuen Road.

13700

Shipping Items

The C.N. s.s. Fengtien left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The N.Y.K. s.s Tachang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Tungting left Hankow for Shanghai yesterday.

The I.-C. s.s. Wosang left Hongkong for Shanghai via Foochow on Friday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tungchow will leave Tientsin for Shanghai, via Chefoo and Weihaiwei tomorrow.

The C.M. s.s. Hsinming left Tientsin for Shanghai via Chefoo on Friday.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, November 27.

Passengers Arrived

Per K.M.A. s.s. Proteus from Chinwangtao:—Mr. J. Logan.

Per C.M. s.s. Hsinchi from Foochow:—Mrs. Livingstone, Mrs. Holwell and 3 children, and Mrs. Collin and 2 children.

Per C.N. s.s. Ngankin from Hankow:—Mrs. J. Kreth Tolly, Mrs. C. R. Davis, Messrs. A. H. Swan, J. N. Lepekin, and P. H. Weston.

Per C.M. s.s. Kiangyung from Wuhu:—Mr. Berents.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. E. F. Shanstrom.

Per I.-C. s.s. Kutwo from Hankow:—Rev. Walsh and Mr. McGregor.

Per N.Y.K. s.s. Yamashiro Maru from Japan:—Mrs. F. H. Mass, Mrs. K. J. Phelps, Mrs. E. W. Turner, Mr. and Mrs. Sgd. S. Kemp, Mr. and Mrs. T. S. Lyum, Mr. and Mrs. J. A. Polevay, Messrs. K. Endo, E. Tomita, K. Takahashi, Nonimeyu, S. G. Phelps, W. T. Fong, M. A. Nassim, K. K. Chang, C. P. Ling, T. Iwamura and 6 children.

Per s.s. ——— from Hongkong:—Mr. and Mrs. Au Chak-man, Mrs. Coman, Mrs. Pandolph, Mrs. A. Stevenson, Mrs. L. J. Baker Mrs. M. W. Botelho, Mr. and Mrs. J. J. Connell, Mr. and Mrs. L. V. Lang, Mrs. J. F. Van Rees, Mrs. J. V. Shearstone and infant, Mr. and Mrs. A. M. Samson, Mr. and Mrs. K. D. Stewart, Mrs. and Miss Danner, Misses McLaughlin, A. A. Samson M. Connell, and A. Holmes, Masters A. Reid, and David Stewart, Messrs Anson. P. Bacham, S. H. Bunnell, Chen Wai-tcheng, W. Fog, E. J. Grist, C. H. B. Joly, W. D. Kadri, Lee Shiu-kee, S. S. Mackie, C. M. E. Pereira, N. J. Stabb, W. M. Banner, T. H. Crosthwaite, Y. K. Chow, W. H. Daub, M. Goldenberg, G. Hyman, T. S. Killian, Lee Meon-wo, C. W. R. Connibere, and R. E. Stewardson.

The Savoy Hotel

Special Cabaret Dinner Saturday And Sunday Evening

Music And Variety Entertainment During And After Dinner

MR. and MRS. THERESES
Appearing In Their Characteristic Dancing and Magician Act.
L. T. Slicker in Ragtime Songs Accompanied By Chorus.

Price of Dinner, Including Entertainment, $1.50.

Tables or private dining rooms reserved by request. Telephone 3510.

15942.

Chinese Government Railways

JOINT NOTIFICATION.

The public is hereby notified that the rules governing the acceptance in proportion of Peking bank notes of the Bank of China and of Bank of Communications for payment of passenger fares and freight existing on the undersigned Government Railways are hereby withdrawn.

Commencing on 16th November, 1917, Peking notes of any of the two above named banks will be accepted for payment of fares and freight by the undersigned government railways when the amount reached one dollar or upwards but fractions of a dollar shall be paid in cash.

Tientsin-Pukow Railway Administration.
Peking-Mukden Railway Administration.
Peking-Hankow Railway Administration.
Peking-Suiyuan Railway Administration.

Tientsin, 15th November, 1917.

15899

Amusements

TOWA CINEMA THEATRE
No. 3 Woochang Road (Near Chapoo Road)

PROGRAMME
For November 25th
"THE CLOSING NET"
Pathe Gold Rooster Play.
IN FOUR PARTS.
"EPISODES OF THE LIFE OF NOMADIC LAPLANDERS"
A quaint and interesting picture.
"A SCENTED STORY"
A bright little comedy film.

CHANGE OF PROGRAMME
Every Monday and Friday

Matinee Today at 2.30 p.m.

Admission Prices:
30 cts., 20 cts., and 10 cts.

Siccawei Weather Report

23.—Misty, calm, mild and fine weather. The barometers have moderately fallen in China; the depression of the Pechihli Bay moves towards the Yalu Gulf.

24.—Misty and cloudy but fine weather. The barometers have slightly risen in our regions but are still keeping below the average.

Saturday, November 24, 1917.

WEATHER	4 a.m.	9 a.m.
Bar. at Centg., mm...	765.78	767.26
Bar. at Centg., inches.	30.15	30.21
Variation mm for 24h	†0.08	†0.89
Variation mm for 12h	†1.03	†1.14
Wind—Direction	SW	SW
Wind—Kilom per hour	12	4
Wind—Miles	7.5	2.5
Temperature—Cen ...	5°4	12°4
Temperature—Fah ...	41.7	54.3
Humidity: co	86	65
Nebulosity 5-10	1	9
Rainfall mm	—	—
Rainfall inches	—	—

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew Market as compiled on November 20, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	16-18
Cod	„	14-16
Mandarin	„	25-30
Mackerel	„	25-30
Pomfret	„	25-30
Salmon	„	16-18
Samli	„	none
Soles	„	18-20
Whitebait	„	none
Game, Poultry and Eggs		
Deer	each	2.00-2.50
Duck	„	40-60
Eggs	per doz.	16-20
Fowl	per lb.	16-20
Geese	each	60-1.00
Hare	„	30-35
Partridge	„	50-60
Pheasant	„	45-55
Pigeons	„	15-18
Plover	„	none
Quail	„	14-16
Snipe	„	12-14
Turkey	per lb.	35-40
Teal	each	12-14
Wild Duck	„	30-35
Wild Geese	„	30-40
Woodcock	„	50-60
Wild Pigeons	„	10-12
Fruit		
Apples	per lb.	12-20
Apricots	„	none
Bananas	„	5-6
Cherries	„	none
Cocoanuts	each	15-16
Chestnuts	per lb.	8-10
Figs	per doz.	none
Grapes	per lb.	14-16
Lemons	each	5-6
Lichees	per lb.	none
Mangoes	each	none
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	6-8
Peaches	„	none
Persimmons	„	6-8
Peeboes	per lb.	none
Plums	„	none
Pumeloes	each	12-16
Pineapples	„	8-10
Pears	per lb.	8-14
Strawberries	„	none
Walnuts	„	10-12
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
Bamboo Shoots	per lb.	none
Broad Beans	„	5-6
Beetroot	per bunch	1-2
Cabbage	each	3-5
Celery	per bunch	8-10
Carrots	„	2-3
Cauliflower	each	30-40
Egg Plant	per lb	7-8
French Beans	„	10-12
Green Corn	each	none
Leeks	per bunch	2-8
Mushrooms	per lb.	none
Onions	per lb.	5-6
Peas	„	10-12
Potatoes	per pic.	$2.60-2.80
Parnips	per bunch	3-4
Radishes	per bunch	1-2
Spinach	per lb.	2-3
Tomatoes	„	8-10
Turnips	per bunch	2-3
Grain and Flour		
Flour American	per 50 lb.	$5.50
Flour Australian	per 50 lb.	$4.40
Flour Shanghai	per 50 lb.	$2.50
Rice	per 200 lb.	$7.00
Milk		
Foreign dairies	per bottle	20
Chinese dairies	„	17
Fuel		
House Coal	per ton Tls.	19.50
Stove Coal	per ton Tls.	21.75
Firewood	per 50 bundles	$1.00
Fodder		
Barley	per 114 lbs.	$2.60
Bran	„	$1.85

E. KILNER.
Chief Inspector.

AMUSEMENTS

APOLLO THEATRE

Programme for November 25th.

The Great Pathe Gold Rooster Film

"KICK IN"
"KICK IN"

Featuring
WILLIAM COURTENAY—MOLLY KING

The story of a reformed man who tried to go straight. A sensational "crook play," yet one that really preaches a lesson of forbearance and pity.

PATHE'S BRITISH GAZETTE Our popular Weekly topicals.
PATHE'S AMERICAN GAZETTE Our popular Weekly topicals.
"COL. MEEZA LIAR IN THE DESERT" The cleverest cartoon printed.
"HER FRIEND THE DOCTOR" A lively little comedy film.

Today at 3 p.m. Final Episode
"MYSTERY OF THE DOUBLE CROSS"

VICTORIA THEATRE

By
SPECIAL REQUEST
The Local Films
Will be exhibited upon
Thursday, November 29th
at 9 p.m.

NEW VARIETIES

Proceeds in aid of the
PORTUGUESE RED CROSS SOCIETY
Admission: $2 and $1

Booking now open at Moutrie's

ISIS THEATRE

(Corner of Jukong & North Szechuen Roads, (about 150 yards from Range Road.)

To-day Matinee at 3 p.m. Showing the 3rd. & 4th. Episodes of the **Girl and the Game**

TO-NIGHT (at 7.15 & 9.15 p.m.) TO-NIGHT
The Most Serious of American Problems, Conflict Between Capital and Labor
THE GODDESS A SURPASSINGLY FASCINATING SERIAL
IN 15 EPISODES—30 PARTS
THE BEAUTIFUL ARTIST **ANITA STEWART** | Featuring the Two Cinema Stars | THE CLEVER ACTOR **EARLE WILLIAMS**

ANOTHER GREAT SERIAL! NO TIME TO WASTE!

Come to see on Monday, 26th, Nov.
HUGO LOUBEQUE & LUCILLE LOVE
IN THE
PURPLE DOMINO
SUPER MYSTERY SERIAL IN 16 EPISODES—32 PARTS

Characterized by Sheer MYSTERY, Tense THRILLS, and Charming ROMANCE, "THE PURPLE DOMINO", Marks a New Era in Motion Picture Dramas.

The Story has been Constructed with Unusual SKILL and Features the two Greatest Serial STARS.

HUGO LOUBEQUE AND LUCILLE LOVE

Our Patrons will be pleased and anxious to come every week to witness the UNRAVELLING of this GREAT MYSTERY SERIAL.

AN UNPARALLELED ATTRACTION!
———A MATCH SERIAL———
TO THE
Crimson Stain Mystery

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Nov 26	3.30	San Francisco	Shinyo maru	Jap.	Alexander
Dec 7	..	San Francisco	Ecuador	Am.	P. M. S. S. Co
14	..	Victoria & Seattle	Tokiwa maru	Jap.	N. Y. K.
15	..	Tacoma and Seattle	Mexico maru	Jap.	O. S. K.
22	..	San Francisco	Korea maru	Jap.	Alexander
24	..	Victoria B.C. and Seattle	Hawaii maru	Jap.	O. S. K.

FOR JAPAN PORTS

	26	6.00*	Kobe	Kashima maru	Jap. N. Y. K.
	27	5.00*	Nagasaki, Moji & Kobe	Yamashiro maru	Jap. N. Y. K.
	29	10.30*	Moji, Kobe & Osaka	Kumano maru	Jap N. Y. K.
Dec	1	noon	Nagasaki, Moji & Kobe	Chikugo maru	Jap. N. Y. K.
	4		Nagasaki, Moji and Kobe	Yawata maru	Jap. N. Y. K.
	6		Moji, Kobe & Osaka	Kasuga maru	Jap. N. Y. K.
	8	..	Nagasaki, Moji and Kobe	Hakusan maru	Jap. N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Nov 25	noon	London etc.	Yokohama maru	Jap. N. Y. K.

FOR SOUTHERN PORTS

Nov	17	4.00	Ningpo	Kiangtsoe	Chi. C.M.S.N.Co.
	14		Hongkong	Tokiwa maru	Jap. N. Y. K.
	25	D.L.	Swatow & Hongkong	Shengking	Br. B. & S.
	16	4.00	Ningpo	Hsin Pekin	Br. B. & S.
	26	4.00	Ningpo	Hsin Ningshan	Chi N.S.S Co
	27	A.M.	Foochow	Hsinchi	Chi. C.M.S.N. Co.
	17	A.M.	Hongkong & Canton	Kwanlee	Chi. C.M.S.N. Co
	17	D.L.	Hongkong & Canton	Suiyang	Br. B. & S.
	29	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br. B. & S.
Dec	2	D.L.	Swatow & Hongkong	Anhui	Br. B. & S.
	27	10.00	Dalny	Sasaki maru	Jap. S. M. S.
	4	D.L.	Hongkong & Canton	Sunning	Br. B. & S.

FOR NORTHERN PORTS

Nov	25	10.00*	Dalny & Tsirgtao	Kohoku mart	Jap. O. S. K.
	26	noon	Tientsin	Yingchow	Br. B. & S.
	27	11.00	Tsingtao	Sanyo maru	Jap. S. M. S.
	27	3.00	Weihaiwei, Chefoo & T'sin	Shuntien	Br. B. & S.
	30	11.00*	Tsingtao and Dalny	Kobe maru	Jap S. M. S.
Dec	4		Tsingtao & Dalny	Isshin maru	Jap. N. Y. K.

FOR RIVER PORTS

Nov	25	M.N.	do	Kiangyung	Chi. C.M.S.N.Co
	26	M.N.	do	Kiangsin	Chi C.M.S.N.Co.
	26	M.N.	do	Kutwo	Br. M. & Co
	26	M.N.	do	Yohyang maru	Jap. N.K.K.
	27	M.N.	do	Siangyang maru	Jap. N.K.K.
	27	M.N.	do	Tuckwo	Br. J. M. & Co.
	27	M.N.	do	Tatung	Br B. & S
	28	M.N.	do	Wuchang	Br. B. & S
	28	M.N.	do	Kiangtoo	Chi. C.M.S.N.Co.
	28	M.N.	do	Tachang maru	Jap. N.K.K.
	29	M.N.	do	Kiangwah	Chi. C.M.S.N.Co.
	29	M.N.	do	Tungting	Br. B. & S.
	30	M.N.	do	Chungking	Br. B. & S.
Dec	1	M.N.	do	Poyang	Br. B. & S.
	4	M.N.	do	Luenyi	Br. B. & S.
	5	M.N.	do	Nganking	Br. B. & S.

*A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 24	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co.	KLYW
Nov 22	Hankow	Tehhsing	937	Br.	Geddes & Co.	NSW
Nov 21	Japan	Omi maru	3222	Jap.	N. Y. K.	NYKW
Nov 2?	Chinwangtao	Yei maru	1596	Jap.	K. M. A.	WSW
Oct 13	Singapore	Brodholme	3679	Br.	S.I. & C. S. Co.	PWE

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Nov 24	Hankow	Tachi maru	1828	Jap.	N.K.K. LPDW
24	Hankow	Suiwo	1931	Br.	J. M. & Co. CNCW
24	Hankow	Fen-yang maru	2371	ap.	N.K.K. NSCW
24	Ningpo	Kiangteen	2012	Chi.	C.M.S.N.Co

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. W. McIllwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Yohyang Maru, Capt. Y. Ikeda, will be despatched from pootung N.K.K. wharf on Monday, Nov. 26, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664 Captain Gibb, will leave on Monday, November 26, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Str. Kiangkwan, Captain C. B. Conley, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770, Captain Philip, will leave on Tuesday, Nov. 27, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru, Capt. J. A. Scott, will be despatched from N.Y.K. wharf on Tuesday, November 27, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung. Captain Williams, will leave from the French Bund on Tuesday, November 27, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang, Capt. Pickard, will leave on Wednesday, November 28, at about 12 o'clock midnight. For Freight apply to Butterfield and Swire. Agents. Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Str. Tungting, Capt. Wavell, will leave from the French Bund on Thursday, November 29, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking, Captain Monkman, will leave on Friday, November 30, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Poyang, Captain Carnaghan, will leave from the French Bund on Saturday, December 1, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Luenyi Captain Frazier, will leave from the French Bund on Tuesday, December 4, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Nganking Captain Newcomb, will leave on Wednesday, December 5, at about 12 o'cock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG and CANTON.—The Str. Kwanglee, Capt. A. S. Sangster, wil leave on Sunday, morning. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG and CANTON.—The Steamer Kwanglee, Captain A. P. Sangster, will leove on Tuesday, morning. For Freight or Passage apply to C. M. S. N. Co.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Monday, November 26, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Str. Suiyang, Capt. ——— will leave from the French Bund direct for the above ports on Tuesday, November 27, at daylight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Sinkiang Captain Benson, will leave from the French Bund direct for the above ports on Thursday, November 29, at daylight. For Freight or Passage apply to Butterfield and Swire. Agents, French Bund Freight Tel. No. 77. Passage Tel. No. 401.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Anhui, Capt. Eedy, will leave from the French Bund direct for the above ports on Sunday, December 2, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight. Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. L. Jones will leave from the French Bund direct for the above ports on Tuesday, December 4, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain M. Oyama, will be despatched from the Co.'s Yangtszepoo wharf on December 7, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

HONGKONG.—The Str. Canada Maru, Captain T. Suruga, will be despatched from the Co.'s Yangtszepoo wharf on December 21, at ——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

TIENTSIN.—The China Navigation Co.'s Str. Yingchow, Cap. J. Gibbs, will leave from the French Bund on Monday, December 26, at noon. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

DAIREN and TSINGTAO.—The Steamer Kohoku Maru, Captain M. Oyama, will be despatched from the Co.'s Yangtszepoo wharf on Nov. 25, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 9 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4235.

FOOCHOW.—The Str. Hsinchi, Captain E. Hausen, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S. N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien, Capt. Northcombe, will leave from the French Bund on Tuesday, November 27, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund Freight Tel. No. 77, Passage Tel. No. 401.

TSINGTAO and DAIREN.—The Steamer Keelung Maru, Captain T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on December 8, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4235.

For Foreign Ports

SAN FRANCISCO via NAGASAKI INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The s.s. Shinyo Maru, Captain A. Nagano, will leave on Monday, November 26. Tender conveying passengers and mails will leave Customs jetty at 3.30 p.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

TACOMA AND SEATTLE CALLING AT VICTORIA B.C. via MOJI, KOBE, YOKKAICHI, SHIMIDZU, and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Mexico M. Capt. K. Komiya, will be despatched on Dec. 15. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch Conveying passengers on board will leave the Custom's Jetty at ——— on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Hawaii Maru, Captain J. Kanae, will be despatched on December 24. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ———on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luenyi, Nagankin, Poyang, Tatung, Tungting, Chungking and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents, 21-23 French Bund.

Freight: Telephone N. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S.CO.

"SUNSHINE BELT"
Trans-Pacific Service
By the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" "VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. ECUADOR	Dec. 7	S.S. COLOMBIA	Dec. 15
S.S. COLOMBIA..	Jan. 3, 1918	S.S. VENEZUELA ...	Jan 12

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two *Bed* staterooms only. No *Upper Berths*. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" ..16,000 tons "SANTA CRUZ" ..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cebu and Honolulu	
S.S. SANTA CRUZ ..	Dec. 14	S.S. COLUSA	Dec. 9
S.S. COLUSA	Feb. 8	S.S. SANTA CRUZ ..	Jan. 20

Safety and comfort of passengers our first consideration. For information re freightor passage apply to
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)
AMERICAN LINE
(For Tacoma and Seattle, Wash.)
Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C. arr. leave.
"MEXICO MARU" ...(12,000 tons) Capt. K. Komiya, Dec. 14, Dec. 15
"HAWAII MARU" ...(18,000 tons) Capt. J. Kanao, Dec. 23, Dec. 24
For Hongkong arr. leave.
"CANADA MARU" .. (12,000 tons) Capt. T. Suruga, Dec. 22, Dec. 23

CHINA COASTING LINE
For Dairen and Tsingtan
"KOHOKU MARU" ...(2.160 tons) Capt. M. Oyama, Nov. 23; Nov. 25
For Tsingtau and Dairen arr. leave
"KEELUNG MARU" ..(1,569 tons) Capt. T. Kamiashi, Dec. 6, Dec. 8
For Foochow, Keelung and Takao
"KOHOKU MARU" ...(2,160 tons) Capt. M. Oyama, Dec. 4, Dec. 7

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.
For freight, passage and further information, please apply to:—
H. YAMAUCHI, Manager. OSAKA SHOSEN KAISHA
Tel. Address: SHOSEN, SHANGHAI. Union Building, 4 The Bund. Tels. 4235, 4234.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83 Szechuen Road

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

Spring and Summer

bookings are now being made.

There is every indication that travel home next year will be unprecedentedly heavy, and, all those contemplating the trip are warned to mature their plans as early as possible, and arrange for necessary berth reservations.

Round trip tickets are good for twelve months, and are interchangable with the Toyo Kisen Kaisha and Pacific Mail.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 181

T. K. K.

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai v's Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FOR HONGKONG DIRECT

PROPOSED SAILINGS FOR SAN FRANCISCO.

SHINYO MARU	22,000 tons, from Shanghai,	Nov. 26, 1917
KOREA MARU	20,000 tons, from Shanghai,	Dec. 22, 1917
SIBERIA MARU	18,000 tons, from Shanghai,	Jan. 3, 1918
TENYO MARU	22,000 tons, from Shanghai,	Jan. 14, 1918

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances. Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Agent*,
North China Insurance Co.'s Building
(Entrance, 71 Szechuen Road.)
'Phone No. 3229.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU
JAN. 29, APR. 13, JUNE 24

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG
JAN. 17, MAR. 31. JUNE 11

G. J. PETROCELLI. FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD.
'PHONE 4773. 4TH FLOOR

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
YOKOHAMA MARU	12,500	——	
KAMAKURA MARU ...	12,500	——	

FOR HONGKONG

TOKIWA MARU	15,500	Capt. K. Ogura,	Dec. 2

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

TOKIWA MARU	15,500	Capt. K. Ogura,	Dec. 14

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU ...	7,000	Capt. K. Sudzuki,	Nov. 27
CHIKUGO MARU	5,500	Capt. Y. Yui,	Dec. 1
YAWATA MARU	7,000	Capt. K. Yasuhara,	Dec. 4
HAKUAI MARU	5,000	Capt. K. Takano,	Dec. 8
OMI MARU	7,000	Capt. M. Machida,	Dec. 11

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	Nov. 29
KASUGA MARU	7,000	Capt. K. Yagiu,	Dec. 6

KOBE TO SEATTLE

KATORI MARU	19,000	——	Nov. 26

FOR JAPAN

KASHIMA MARU	19,000	——	Nov. 29

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
AKI MARU	12,500	——	Nov. 19, 1917
TANGO MARU	14,000	——	Dec. 18
NIKKO MARU	10,000	——	Jan. 15, 1918

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0000 — Midnight, 1330 — 1230 p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2035	835	300	0	dep. Peking arr.	2230	1950	1020
2345	1112	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1653	710
000	1125	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	520	2310	524	arr. Mukden dep.	2300	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1612
725	1140	—	2.71	arr. Tientsin-Central dep.	—	1655	1602
745	1200	—		dep. Tientsin-Central arr.	—	1631	1547
933	1500	—	78	dep. Tsangchow dep.	—	1332	1221
1400	1746	—	148	dep. Techow dep.	—	1048	928
1800	2021	—	—	arr. Tsinanfu dep.	—	800	640
7.	:	—	220	:	—	:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—		arr. Yenchowfu dep.	—	349	1311
1315	048	—	318	dep. Yenchowfu arr.	—	339	1256
1556	316	—	377	dep. Lincheng dep.	—	120	1032
1816	450	—	—	arr. Hsuchowfu dep.	—	2336	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1156	838	—	553	arr. Pengpu dep.	—	1953	1442
1208	840	—		dep. Pengpu arr.	—	1946	1432
1657	1152	—	600	dep. Chuchow dep.	—	1648	928
1845	1300	—	631	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1420	. .		dep. Nanking arr.	. .	1415	650
700	2120	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yenchowfu-Tsiningchow Branch Line						Lincheng-Tsochuang Branch Line					
930	1350	2130	d. Yenchowfu a.	630	1230	2000	500	1710	1800	d. Lincheng a.	810	1410	2100
1022	1455	2232	a. Tsiningchow d.	528	1125	1858	435	1219	1905	a. Tsochuang d.	702	1302	1948

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service.

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Wreck of German Aeroplane Brought Down by French Guns

Here is one German aeroplane that will never fly again or observe another movement of French troops. The machine and its pilot were brought to earth inside the French lines by clever firing on the part of French gunners and their anti-air-craft guns.

At The Theaters

With the season in full swing and all the playhouses open the week promises to be a busy one for the local theatergoer.

A grand operatic concert by a company which has already given Shanghai much pleasure is announced for the Olympic Theater next Saturday. The party is Signor Scamuzzi's. Local music lovers will recall the name with delight, remembering his last visit. Tomorrow night, by special request, the Olympic will exhibit the popular film "Civilisation," and for this afternoon and evening the headliner will be Mary Pickford's film success, "The Eternal Grind."

"The Battle of the Sexes," a strong five-part picture dealing with the double standard of morals problem will be shown at the Victoria tonight and tomorrow night. Charlie Chaplin in "His Trysting Place" is an added feature. On Tuesday and Wednesday comes "The Innocent Lie," by Lois Zellner, and on Friday Geraldine Farrar will be seen in her great cinematograph delineation of "Carmen," regarded as the famous grand opera singer's best work. Thursday's performance at the Victoria will be an exhibition of the local films and new variety numbers for the benefit of the Portuguese Red Cross. Booking for this opens tomorrow at Moutrie's.

The Court Cards were shuffled for a new deal last evening and won, hands down, with their audience. This popular company remains at the Lyceum.

A new forty-part serial, "The Fatal Ring," featuring the daring Pearl White and full of thrills and mystery, begins tomorrow at the Apollo. Added to the program is "Abbott," wizard, ventriloquist, mystifier, with a bag full of new tricks. There are also the "Annals of the War" and the American Gazette. The bill for tonight includes the Pathe hit, "Kick In" and a number of other features.

The first two episodes of a new serial called "The Goddess," dealing with the question of labor and capital are being shown at the Isis Theater tonight. A good selection of comedies rounds out the show.

"The Closing Net," a Gold Rooster play in four parts, a bright little comedy called "A Scented Story" and films showing life among the Laplanders, form an attractive entertainment at the Towa Cinema. A complete change is announced for tomorrow.

Facts Leading To Resignation

(Continued from Page 2)

Gazette contained a paragraph in large type as follows: "We understand that H. E. Baron Hayashi, the Japanese Minister of Legation, called at the Waichiaopu yesterday and lodged a strong protest against The Peking Gazette. Baron Hayashi demanded the suppression of The Peking Gazette. Another piece of Japanese 'frightfulness' and intimidation?"

The Peking Gazette has been strongly opposed to the policies of the Tuan Cabinet, especially with regard to the handing over of so many concessions to the Japanese, and has not minced its words in saying exactly what it thought. It has more than once suggested during the past few days that the slight lengthening of the life of the Tuan Cabinet has been due to pressure brought to bear on the President, directly or indirectly, by the Japanese Legation.

Whether the suggestion contains any basis of fact is a question that could easily have been proved in a court of law, had the Japanese Legation thought it worth while to appeal to the ordinary law; but apparently such a course did not approve itself as being sufficiently drastic, whether for the Japanese Legation or for the Chinese authorities is not known. It is significant, however, that a few weeks ago when the only other morning paper in English in Peking published matter that gave great umbrage to the Italian Minister, and he demanded the paper's suppression, the Police contented themselves with cautioning the paper, and the Italian Minister was weeks before he got a lame apology for the article of which he complained.

The Japanese Legation may have acted within its rights, but it may be doubted whether it has acted wisely in the step it has taken, which will only create the impression throughout Chinese journalistic circles that free discussion of matters in which the Japanese are concerned is not permitted, and this will undoubtedly create resentment that Japan can ill afford to create at present.

News Brevities

A number of members of the Police Recreation Club were down to the jetty yesterday afternoon to say goodby to T. S. "Cocoa" Fry, who recently resigned from the Police Force to leave for active service.

* * *

Mr. C. F. McWilliams, passenger agent of the Toyo Kisen Kaisha, and well-known throughout the East, is leaving Shanghai for Yokohama on the Shinyo Maru, tomorrow. Mrs. McWilliams accompanies him.

* * *

"Lafayette," 6A Broadway, will open its showroom on Monday, with direct importation of the latest London, Paris and New York costumes, dresses and other specialities.

* * *

Thanksgiving Day is close at hand, and thus the announcement made by Messrs. Garner, Quelch and Co. in the pink section of today's CHINA PRESS will be found to be a most seasonable one.

* * *

The Shanghai Horse Bazaar and Motor Co., Ltd., agents for the Studebaker Corporation, announce the coming arrival by the s.s. Kenkon Maru of 18 Studebaker cars.

* * *

Mr. W. E. Barker, a Director of the United States Rubber Co., who is especially interested in the General Rubber Co., is now in Shanghai for a brief visit. Mr. Barker is on his way to Singapore and Sumatra in the interests of the companies which he represents. He is staying at the Astor House.

BENJAMIN AND. POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$615 S.
Chartered	£64 10s.
Russo-Asiatic	R. 250
Marine Insurances	
Canton	Tls. 320 S.
North China	Tls. 115 B.
Union of Canton	Tls. 735 B.
Yangtsze	$190 B.
Far Kalstern Ins. Co. Ltd.	Tls. 10 B.
Fire Insurances	
China Fire	$131 B.
Hongkong Fire	Tls. 310 S.
Shiping	
Indo-China Pref / Indo-China Def	Tls. 100
"Shell"	107s. 6d.
Shanghai Tug (o)	Tls. 22 B.
Shanghai Tug (f)	Tls. 46½
Mining	
Kaiping	Tls. 9 B.
Oriental Cons	27s. 6d.
Philippine	Tls. 0.80
Raub	Tls. 2½ S.
Docks	
Hongkong Dock	Tls. 118½ B.
Shanghai Dock	Tls. 70 B.
New Eng. Works	Tls. 12¾ B.
Wharves	
Shanghai Wharf	Tls. 66 B.
Hongkong Wharf	Tls. 87 B.
Lands and Hotels	
Anglo French Land	Tls. 80 S.
China Land	Tls. 50
Shanghai Land	Tls. 70 B.
Weihaiwei Land	Tls. 3
Shanghai Hotels Ltd	$9 B.
China Realty (ord)	Tls. 50
China Realty (pref.)	Tls. 50
Cottons Mills	
E-wo	Tls. 165 B.
E-wo Pref	Tls. 95 B.
International	Tls. 100 B.
International (pref.)	Tls. 62½
Laou-kung-mow	Tls. 60 B.
Oriental	Tls. 37 B.
Shanghai Cotton	Tls. 112 B.
Kung Yik	Tls. 15.65 B.
Yangtszepoo	Tls. 1.60 S.
Yangtszepoo Pref	Tls. 90
Industrials	
Sulter Tile	Tls. 23
China Sugar	Tls. 85 B.
Green Island	Tls. 7¼ B.
Langkats	Tls. 15 B.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 70 B.
Stores	
Hall and Holtz	Tls. 14 B.
Llewellyn	$60
Lane, Crawford	$100
Moutrie	$35
Watson	Tls. 5¾
Weeks	Tls. 14 S.
Rubbers (Local)	
Alma	Tls. 10 B.
Amberst	Tls. 1 S.
Anglo-Java	Tls. 9.80 B.
Anglo-Dutch	Tls. 4½ B.
Ayer Tawah	Tls. 29 B.
Batu Anam 1913	Tls. 1 B.
Bukit Toh Alang	Tls. 3.40 B.
Bute	Tls. 1.15 B.
Chemor United	Tls. 1.15 B.
Chempedak	Tls. 10½ B.
Cheng	Tls. 2.05 B.
Consolidated	Tls. 2.60 B.
Dominion	Tls. 9 B.
Gula Kalumpong	Tls. 6.65 B.
Java Consolidated	Tls. 17½ B.
Kamunting	Tls. 6 Sa.
Kapala	Tls. 0.60 B.
Kapayang	Tls. 27½ B.
Karan	Tls. 11 B.
Kota Bahroes	Tls. 7½ B.
Kroewoek Java	Tls. 16 B.
Padang	Tls. 12 B.
Pengkalan Durian	Tls. 8½ S.
Permata	Tls. 3 S.
Repah	Tls. 1 B.
Samagagas	Tls. 0.85 B.
Seekee	Tls. 5 B.
Semambu	Tls. 1.15 B.
Senawang	Tls. 12 B.
Shanghai Klebang	Tls. 0.92½ B.
Shanghai Malay	Tls. 7
S'hai Malay-pref	Tls. 11.10
Shanghai Pahang	Tls. 1½ B.
Sungala	Tls. 1.55
Sungei Duri	Tls. 9
Sua Manggis	Tls. 7
S'hai Kalantan	Tls. 0.70 B.
Shanghai Seremban	Tls. 0.75
Taiping	Tls. 1.60 S.
Tanah Merah	Tls. 1.02½ B.
Tebong	Tls. 18 B.
Ulobri	Tls. 2 B.
Ziangbe	Tls. 5 B.
Miscellaneous	
C. D. and E. Lumber	Tls. 110
Culty Dairy	Tls. 9 S.
S'hai Elec and Asb.	$2
Shanghai Trams	Tls. 65½ B.
Shanghai Gas	Tls. 22½ B.
Horse Bazaar	Tls. 33
Shanghai Mercury	Tls. 30
S'hai Telephone	Tls. 79 S.
S'hai Waterworks	Tls. 180 B.

S., Sellers. Sa., Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road

Telephone No. 398

The Weather

Fine weather. The maximum temperature recorded yesterday was 70.9 and the minimum 40.5, the figures for the corresponding day last year being respectively 73.9 and 50.4.

On The Firing Line Of The Auto World

Somewhere In Detroit, October 30. —You can't help admiring the gigantic nerve of these people who build automobiles. Wars may come and wars may go, but motor car production goes on here forever. It is not that Detroit is not patriotic. It has simply learned quickly how to do its big bit for the war and conduct business at the same time—which is, by the way, a corking plan.

More than 25,000 men have already left the great factories. They were sent away with the most rousing, heartfelt farewell that any throbbing, busy American city has given its recruits. But I cannot see that the departure of this cream of the working force has interfered with business any more than the departure of 25,000 automobiles by freight would have upset the traffic of the railroads which reach their steel fingers out from this point to all part of the country.

I believe, in fact, that Detroit could tomorrow send 100,000 more fine young men to the war and on Monday morning every monster factory would mingle its black smoke with the crimson blanket of Old Sol as he uncovers himself beyond the Canadian bank of the river.

The production of cars in Detroit will never suffer so long as this marvelous city has such wonderful women; sturdy, wholesome specimens, not altogether beautiful in the sense of Broadway butterflies, but fascinatingly strong, sensible and "all there." Hardly a brother has gone who has not left behind him a sister who could fill his bench in the factory or hold down his desk in the office.

So the question here is not so much "Who will be called next?" These people are not weeping about those who may never return. They are wondering if Detroit can get enough raw material to keep its plants busy; to hold its supremacy as the world's greatest car producing city. They are worried lest production this year should fall below normal. They are wondering what Hugh Chalmers is going to do, now that he has closed his desk in one of the best-equipped factories in the city. They are wondering what Walter E. Flanders is going to do with that factory; how he is going dovetail it in with the Maxwell factory, where within a few short years he has jumped production from 2,000 to 100,000 cars per year.

And I know that many thousands of people far away from Detroit, who are also intensely interested in every new and important move in the motor industry, are itching to hear the inside story of the Maxwell-Chalmers deal. It was the most interesting move that has taken place in the industry since the United States got into the war. Many wise ones are saying now it is a forerunner of other consolidations. In these critical times, they say, it may be well to let those who can keep these big plants running on a profitable plan to do so.

I felt myself that it was possibly the first shot in an attack which might shake the foundations of the industry and I came out here to see Mr. Chalmers and Mr. Flanders and get at the root of the thing.

When I dived further into the inner chambers of the executive building I ran broadsides into the new Chalmers outfit. The old ship had a new captain and a new crew and she was hoisting new sails and getting under way with a strong wind on the port quarter.

While I looked over the clean decks the old distributors were coming up the gangplank, smiling and packed for a long cruise. So far as I could judge from the expression of about twenty men from important distributing points they were, to a man, tickled with the prospects. Nobody around the plant had much time to talk about the future; not even Thomas J. Toner, director of sales, of the Maxwell and vice president of the new Chalmers organisation, who was in charge. Everybody was working like a national army recruiting officer and there was too much real business floating around to discuss futures.

Mr. Chalmers and all of his former executives, under the terms of the Maxwell lease of the Chalmers properties, were absolutely through, just as much so as though they never had been, and I knew none of them would whisper even a rumor into the mystery. Hiking miles over the rushing city to the executive offices of the Maxwell Company I found Mr. Flanders, president and general manager, smoking a big cigar, with soft hat on one side.

"I want to know," I said, "just what a whole lot of other people want to know. What are you going to do with the Chalmers plant?"

"Build regular Chalmers automobiles and a lot of them," was the soft hat on one side.

"There isn't much of a sensational story for you here," he said: "we just saw this excellent plant, going begging, you might say, and we took it in. All the talk about our buying more plants is rot. If we can't make good automobiles in this plant then we can't make them anywhere else."

"LAFAYETTE"

6A BROADWAY

The cheapest and most up-to-date House in Shanghai

Will open their showroom on MONDAY, the 26th, with a selected assortment of

Ladies' Ready Made to Wear

AT WHOLESALE PRICES

Costumes, Day, Afternoon and Evening Gowns, Coats, Blouses, Furs, Millinery, etc., etc., etc.

Direct importations from PARIS, LONDON and NEW YORK. All goods are marked in PLAIN FIGURES and NO DISCOUNTS are ALLOWED.

INSPECTION CORDIALLY INVITED.

15955

TOMMIES' XMAS FUND

GREAT CHARITY FOOTBALL MATCH

under the distinguished patronage of

Sir Everard D. H. Fraser

SHANGHAI RECREATION CLUB

versus

"THE REST OF SHANGHAI"

on the RECREATION CLUB GROUND

SATURDAY, 1st December, 1917, at 2.30 p.m.

ADMISSION: ONE DOLLAR

The entire proceeds to be devoted to the

TOMMIES' XMAS FUND

For Soldiers and Sailors

15946

WEST 1211 "THE MOTOR HOUSE" FOR MOTOR TROUBLES

H. S. HONIGSBERG & CO., INC.

Business and Official Notices

To Connoisseurs!

Wines from the famous firm of
A. A. FERREIRA, OPORTO
(Known since 1751)
We carry a limited stock of their
PORT WINES
(bottled in 1868)
Send your order today
CASA DO POVO
66 North Szechuen Road, 'Phone N. 836

STATIONERY
A Choice Selection
Arrived
From Boston
EDWARD EVANS & SONS, LTD.
28 Nanking Road

The Book to send Home to your friends for Christmas
"THE GATEWAY TO CHINA"
By Mary Ninde Gamewell
Pictures of Shanghai life, showing the manners, customs, people, politics and enterprises of the "Model Settlement." Price, $3.00 Mex. a copy.
Buy TODAY to catch themail
The Mission Book Company
18 Peking Road, Shanghai
15960

NOTICE TO LADIES

"ELEGANTE," 5A Broadway, begs to inform patrons that her Corsetiere will recommence work from the 26th inst.
15951

AUSTRALIAN "DAISY" BRAND BUTTER!

SPRING BUTTER

In consequence of enquiries, we beg to advise our Customers and the General Public that our shipment of "DAISY" BRAND BUTTER just received is FINEST AUSTRALIAN SPRING MADE BUTTER and is therefore of a **rich yellow colour** due to the new Spring grass on which the cows were fed. The Butter is of finest quality and, as usual, secured the Highest Grade Certificate issued by the AustralianGovernment. It may be obtained from all leading Storekeepers.
The Australian Produce Co.
GEDDES & CO., LTD.
Tel. 346 Agents.

Other Business and Official Notices will be found on Pages 21 and 23

PRELIMINARY NOTICE

Union Church Ladies' Society
SALE OF WORK
will take place on Saturday, December 8th
at the
UNION CHURCH HALL
in aid of
PRINCESS LOUISE HOSPITAL
Renfrewshire
For Limbless Soldiers and Sailors
Admission $1, including tea, Children 50 cents.
15956

Prof. I. K. Seto
EXPERT MASSEUR
15 Years' Experience in U.S.A.
Electric and Steam Vapor and TURKISH BATHS, specialty for Rheumatism and Nervousness. 25 North Szechuen Road (opposite Quinsan Road). 15838

Have you tried our
"UPPER CRUST"
Rye Whiskey?
=THE WHISKEY=
=OF QUALITY=
Phone 2021
GARNER, QUELCH & CO.
WINE MERCHANTS
73 Szechuen Road

CHANGE OF ADDRESS

Notice is hereby given that the undersigned have moved to the premises known as No. 33B and C Min Lok Lane, Nanking Road, since yesterday, the 19th instant.
Ta-Tah Steamship Corporation
Shanghai, 20th November, 1917.
15906

Schaefer Beer
DARK
The choicest product of the oldest lager beer brewery in the United States.
Try it once and you will buy it always!
HIGH-CLASS PROVISIONS
Constant arrivals of the best American and English Provisions, Wines and Spirits.
C. EDDIE & CO.
1132-33 Broadway, Tel. N. 639.

ZUNG LEE & SONS, (W. Z. Zee & Sons, Est. 1895), BROADWAY, SHANGHAI
METALS AND HARDWARE
Contractors to Governments, Municipalities, Railways, Tramways, etc.

SATISFIED CUSTOMERS
ARE
NEVER SATISFIED
THEY ALWAYS RETURN TO
GRIFFITHS' STORES
FOR MORE OF CLUFF'S
DELICIOUS
"BLUE RIBBON"
TINNED FRUITS
TELEPHONE WEST 641 FOR A TRIAL ORDER

ADDING AND LISTING MACHINES
FROM $10 U.S.C. UPWARDS
THE OFFICE APPLIANCE CO.
4 CANTON ROAD, SHANGHAI.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

SITUATION VACANT

WANTED, foreign nurse for two children, ages 6-7. Apply to Mrs. R. S. Anderson, 16 Shih Ta Jen Hutung, Peking.
15929 N.25.

WANTED, a young man, American or British (not Eurasian), understanding shorthand and typewriting, and with knowledge of office routine. Good prospects. Apply with copies of references, to Box 420, THE CHINA PRESS.
T.F.

EDUCATIONAL

RUSSIAN LESSONS given by experienced lady-teacher, with University education. Apply to Box 423, THE CHINA PRESS.
15936 N.25. D.2.

HOUSES TO LET

TO SUBLET, a 5-roomed house on the Range Road. Apply by letter to Mrs. J. G. Bell, 18 Range Road.
15943 N.25

TO LET immediately, small furnished house, consisting of 3 rooms, bathroom and kitchen, near tram lines, on North Szechuen Road Extension. Apply to Box 421, THE CHINA PRESS.
15935 N.27.

TO LET: A six-roomed dwelling house, No. 106a Avenue Road, with servants' quarters, stable accommodation, etc. etc. Electric lamps can be taken over at a reasonable price. For further particulars, apply to Lee Chong Ching Dong Land & Estate Co., 11 Szechuen Road.
15927

TO LET. No. 59 Yu Yuen Road, newly-constructed, detached residence. Hot and cold water, tennis lawn, garage. Tls. 115 per month. Apply to the China Realty Co., Ltd., 39 Nanking Road.
15785

OFFICES TO LET

OFFICE to let, ground flour of two rooms, at No. 36, Canton Road. Commanding business section. Apply to Taigo Yoko (same address).
15912 N.28.

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.
15695

Every Modern Business Man

in order to be successful now and especially in the next few years - -

Should know at least two foreign languages

so well as to fluently converse in them. If "Efficiency" is the Motto for the business man of today, then YOU will INCREASE that EFFICIENCY by studying languages, by becoming able to *talk in your customer's tongue!* Many a big business transaction, many a big deal that could have been "pulled," did not go through owing to the inability of the firm's representative to converse with the foreign customer *in his native tongue!*

It is imperative, therefore, that you commence to study foreign languages at once!

We teach you by the most up-to-date method of language teaching, a method whose superior quality has now been definitely established and which bears the endorsement of the most prominent Professors of America and Europe.

Write to us for full particulars regarding the Cortinaphone Method of learning languages easily and quickly.

CUT HERE AND MAIL TODAY

LANGUAGES AND COURSES TAUGHT.

French for English		Engineering	
Spanish	" "	Architecture	
Italian	" "	Law	
German	" "	Business Law	
French	" Spanish	Real Estate Law	
English	" "	Accountancy	
French	" Portuguese	Bookkeeping	
English	" "	Shorthand	
English	" Chinese	Typewriting	

AMERICAN SCHOOL OF CORRESPONDENCE
Dept. 15. 34 Nanking Road, Shanghai

Dear Sir:
Please send me at once *free* particulars in regard to the course before which I have marked "X."
Name _____
Address _____

RING UP 3809
for a comfortable 5-passenger car
PER HOUR **$4.00** PER HOUR
CENTRAL GARAGE CO.,
2a Jinkee Road.

When you think of China's Richest Province, Think of Szechuen, and you will also think of WIDLER & CO., Chungking, West China.
Born 1915 – Still Existing

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens
Comfortable rooms Front and back, with bathrooms and verandah), to let. Nice flat to let, suitable for family or two bachelors. Good table.

Nos. 8 & 11 Quinsan Gardens
'Phone 1948
In No. 8 a large room with smaller room and bathroom attached, suitable for small family, or two bachelors, also a small cosy room. Every comfort and a good table.

Oriental House
31 Boone Road
Large room with bath attached, also a large attic, hot water, facing garden, moderate prices. Table under the personal supervision of the American proprietress.
'Phone North 1102 15268

TO LET, a large well-furnished room, with verandah and bathroom attached, suitable for married couple or two bachelor friends. Also a small room. Apply to Box 422, THE CHINA PRESS.
15936 N. 25. 27. 29.

TO LET: Large flat, furnished, bedroom, dining room, kitchen, bathroom, gas stove, telephone. Suitable for two bachelors. Also two small rooms. Apply, Madame G. Manikus, French Milliner, 22A North Szechuen Road.
15949 N.25.

A flat of comfortable rooms and bathroom, facing south, to be let immediately to married couple or single ladies. Including board. Moderate charge. Apply to 139, Bubbling Well Road.
15937 N.30.

TO LET: One furnished room, lights, taxes, water included, for $15.00. Apply No. 30 Muirhead Road.
15868 N.25.

APARTMENTS WANTED

GENTLEMAN desires to reside with private family as paying guest. No other guest in family preferable. Boarding establishments need not reply. Reply to Box 411, THE CHINA PRESS.
15917 N.25.

SITUATIONS WANTED

ENERGETIC experienced young Accountant and general office assistant open for engagement. Moderate salary. Replies to Box 424, THE CHINA PRESS.
15939 28.

YOUNG AMERICAN, experienced office man and stenographer, desires employment for the month of December. Apply Box 434, THE CHINA PRESS.
15963 N.25.

POSITION WANTED, by competent American just out of college, any capacity. 4 months experience in China. Qualifications stated on appointment. Apply to Box 428, THE CHINA PRESS.
15953 N.28.

A young Chinese, who has good knowledge of English, bookkeeping, typewriting and Customs, and shipping work, desires engagement. Apply to Box 426, THE CHINA PRESS.
15950 N.28.

HIGHLY-EDUCATED Chinese, with knowledge of typing and correspondence, desires engagement. Trustworthy, willing worker, with small salary to start. Apply to Box 429, THE CHINA PRESS.
15959

POSITION WANTED by experienced Chinese gentleman as translator or accountant, in local firm. Apply to Box 417, THE CHINA PRESS.
15926 N.25.

TRUSTWORTHY, competent Chinese gentleman, speaking Mandarin and Shanghai dialects, seeks situation as secretary, steno-typist, translator or interpreter. Apply to Mr. Koo, c/o Kai Teh School, Jh26 Kwenming Road, Shanghai.
15914 N25

EXPERIENCED accountant, well-conversant with shipping, insurance, import and export, seeks position; outport preferred. First-class references. Apply to Box 408, THE CHINA PRESS.
15910 N.27.

LOST

LOST: A new Springfield military rifle, equipped with Lyman gunsight. Probably left by owner at some house between Peking Road and Rifle Range. Finder please notify to Box 432, THE CHINA PRESS.
15958

Exchange and Mart

FOR SALE: Selling at sacrifice, giving up business, complete office equipment. Several desks, chairs, typewriting stands, filing cabinets, etc. All new. Apply to Box 433, THE CHINA PRESS.
15961 N.28.

IBACH-CAPELLA AUTO-PIANO for sale, with 80 rolls of music (mostly operatic), and handsome stool. Recently cost Tls. 950; accept Tls. 550. May be inspected by arrangement. Apply to Box 430, THE CHINA PRESS.
15954 N.25.

WANTED to purchase, good second-hand, boy's cycle, or would exchange for small-framed gent's cycle, in good condition. Apply stating price, to Box 427, THE CHINA PRESS.
15925 N.27.

FOR SALE: White pony, very kind, quiet, no vices, absolutely sound; for a lady (beginner) or children. Apply to Box 419, THE CHINA PRESS.
15932 N.25.

FOR SALE: Desirable property on Avenue Joffre, consisting of Mow 2.115. of land and 2 semi-detached residences thereon. In good repair and recently renovated. Annual return Tls. 1,680. Price Tls. 19,000. British Title Deed. Splendid opportunity for realty investment. Apply to Box 280, THE CHINA PRESS.
15904

ONE SET: "The Book of Knowledge, The Children's Encyclopaedia," in twenty volumes, almost new. A fine Christmas present for a family of children. May be seen at Messrs. Squires Bingham & Co., or apply to Box 431, THE CHINA PRESS.
15955

LADY'S RUSSIAN ASTRACHAN COAT, squirrel-lined and with black fox border, for sale. Also set of Russian black fox furs. Apply between 12 and 2, Palace Hotel, Room 408.
15941 N.25

FOR SALE: Selling cheap large Southard Robertson stove, "Magnetic flag" design, several lengths piping, elbows, etc. Practically new. Apply "Cathay," 51A Kiangse Road.
15962 N.28.

FOR SALE or hire, first-class houseboat, with four bunks and owner's cabin. Boat almost new. Sale price Tls. 850. Hire Tls. 8 per diem. Apply to Box 413, THE CHINA PRESS.
15919 N.28.

FOR SALE: On Rue Corneille, excellent building lot, containing 2½ mow. Most desirable residential section in Shanghai. Apply to China Realty Co., Ltd., 39 Nanking Road.
15710

SHANGHAI, SUNDAY, NOVEMBER 25, 1917

BIG BATTLE RAGES AT HONGKEW PARK

Volunteers In Dashing Attack Storm Redoubt; Covered With Glory And Mud

BARRAGES, MINES, BOMBS

Crowd Of Nearly 10,000 Out To See Maneuvers And Stunts For Relief Funds

Well folks, the war's over.

The enemy stronghold is a vacant ruin and all the gallant boys in khaki and tartan skirts are back home getting the mud brushed out of their wartogs and the thistles extracted from their knees. It was quite some little war. You probably heard the reverberations of it out over the northern section of the city, if you weren't on hand to see it. Almost everybody was. It all came about like this.

You know the Chinese and British Cos., S. V. C., were out at Hongkew Park yesterday afternoon putting on a lot of spectacular and interesting maneuvers and things for the benefit of the Tientsin flood sufferers. The boys were rescuing mangled dummies under terrific fire—riding into the bombardment on horseback—doing artillery drill, having bareback wrestling bouts, tugs of war, sack races—and a lot of other things. About 1,200 Boy Scouts were out also putting on a big program, and there were sideshows and startling exhibitions by the Fire Brigade and all that sort of thing. It was a regular four-ring circus, with something going on all over the place. And nearly 10,000 people had paid their dollar per and were out enjoying it to beat the band.

And all at once Major Trueman, who was Generalissimo-in-Chief of the doings, looked over toward the Rifle Range and there was a big red revolutionary flag floating over a sort of a hump in the landscape on the other side of the range, with a couple of Maxim guns poking over the top and a large man in uniform looking over toward the Park with a sinister kind of a look.

"What's this?" said the Major, regarding the hump through a field glass. "It looks like something that ought to be suppressed. Is this sort of defiance and menace to the grand old principle of peace to raise up its viper head and flourish within range of the S. V. C.? Not much. Up boys, and at 'em." (Or words to that effect.)

Then the attack was on.

Three sections of Chinese warriors and "B" Co. (British) scuttled into the grass and formed a fine line. The Scottish and the Customs rushed up just too late and had to go into the second line, thirsting for the fray and whetting their bayonets on their boots. "A" Co. couldn't get into the line so they formed a reserve. Advance!

The Artillery quit maneuvering and opened up a terrific barrage fire. The air shook. The men rushed forward. And there right in front of them—cruel fate—somebody had gone and planted a lake, full of water and wide and deep. It looked for a minute as though the war was off. And then the crafty Captain of the Engineers came up. "Wait a bit," said he, and calling his trusty men, he threw a pontoon bridge across that lake in short order.

Now the enemy had planted that lake full of dynamite, but that crafty captain threw his bridge across it just where the dynamite wasn't, and when the men dashed over the bridge the stuff went off in tremendous style but did nothing more damaging than to throw water on the fighters.

Their ardor was still undamped, though, and they went across the rifle range in short rushes, popping away at the redoubt and the artillery crashing away in fine style. Long lines of Boy Scouts drew up on both sides to keep the civilians out from in front of the drive. The Scottish, thirstier than before, got away in the lead here and probably would have been cut off and massacred if they hadn't been called back. Still, the field was full of burrs and you couldn't blame them for not wanting to lay there any longer than they could help.

There was a big ditch in front of that redoubt and it was partly full of water and much more so of nice, soft clinging mud. And the fiendish commander of the enemy forces had ordered his men to go out and drag away all the bridges across the ditch—all the other paths leading to the place were all clogged up with a highly efficient brand of barbed wire. The buglers were way in the rear and couldn't see the ditch or the barbed wire and they blew the charge. But the gallant attackers got revenge on that ditch. They

(Continued on Page 2)

Nanyang College Beat St. Xavier's By 4 Goals to Nil

A friendly game took place yesterday at the Nanyang College ground between the Nanyang College and St. Xavier's teams, resulting in a victory for Nanyang by four goals to nil. The St. Xavier's were unfortunately without the services of Elliot, Aguiar and the two Encarnacao brothers, four of their best players, and had at the last moment to draw on reserves in order to be able to give the Nanyang players a game.

During the first thirty minutes of the game the Nanyang team were continually pressing but were unable to score, due to the strong defence of their opponents. Their efforts were however eventually rewarded. With only ten minutes left before the interval D. S. Lee obtained the ball and from a scramble before the goal shot into the extreme corner of the net.

Shortly before this goal Gioulis had to leave the field owing to an injury to his ankle and during the rest of the game the St. Xavier's were playing with ten men. Though greatly handicapped, the St. Xavier's forwards made plucky efforts to score on changing over but could never find the net. The second goal for Nanyang was again scored by D. S. Lee and ten minutes later James Loh registered the third goal for his side by a shot from twenty yards range.

The St. Xavier's were now playing a defensive game and on several occasions prevented the Nanyang players from scoring. P. Xavier, who was playing a very hard game at inside right, had the misfortune to miss a goal by a few inches. It must be said, however, that he shot from a very difficult angle. The last goal for Nanyang was scored by A. Liu and the game ended shortly after with the score as above stated.

The combination of the winning team left nothing to be desired, T. S. Lee, their center forward, contributing greatly to the success of his side. The St. Xavier's were unfortunately greatly handicapped by having to play without their regular league team but it is to be hoped that another friendly game will be arranged later when the teams will be more evenly balanced. P. Xavier and A. Guttierres were hard workers at forward but lack of support prevented them from scoring. After the game the visitors were entertained to tea by the home team and short speeches by both sides brought a pleasant function to a close.

S. N. R. Club Match

The Shanghai-Nanking Railway Recreation Club opened their football season yesterday afternoon at the Markham Road Ground before a good number of spectators with a practice match between teams from the Locomotive and Traffic Departments and the Shanghai-Hangchow-Ningpo Railway aided by members from the Traffic School.

The game resulted in a comparatively easy win for the Loco and Traffic Departments by six goals to three, Carl Jen, the little Tich of the Railway, at all times being prominent at full back, thereby forming an impenetrable defence to the attacking forwards.

Mr. H. T. Mousley ably handled the game to the satisfaction of all concerned, assisted by Messrs. C. H. Page and L. ZorZee on the lines.

Inter-College Game

The Shanghai Baptist College entertained the Hangchow College at soccer yesterday afternoon and the homesters won by 9 goals to nil. The game was rather one-sided. The Baptist College Captain was absent owing to injuries.

Mr. H. F. Landers refereed and gave general satisfaction.

Jewish Club v. Socony

The Jewish Recreation Club and the Socony Club will play this afternoon at 3 o'clock at Hongkew Park.

Jewish R. C. XI:—N. Whiteman, C. Fuxman (Capt.), R. Komaroff, H. Tuttelman, H. Abrahams, G. Salon, M. Sternberg, H. M. Whitgob, G. Tuttelman, J. E. Levy, and R. Moalem.

Reserves:—M. Foox, and H. J. Sanft.

Fuh Tan Win

Shanghai American Athletic Club played against the Fuh Tan College. The game was hotly contested and Fuh Tan College only won the game by a narrow margin of 1—0. Combination play on the part of the students was very good indeed, which was the American Club's weak point. What the Americans need is a daily practice.

Xmas Fund Match

Next Saturday a football match will be played on the Race ground in aid of The Tommies' Christmas Fund—in other words, to send our fellows, who are scoring so well, a little good cheer to show them we are with them in thought and sympathy. The Reds have a fine string out, and Alex Leslie is getting the pick of "The Rest of Shanghai" to oppose them. Tickets are a dollar. The game will be worth it. No expenses. So every dollar you spend on tickets helps to provide something good for those who are doing a big job of work for us.

INDOOR SPORTS

By Tad

UH-THE BOYS ARE ALL CHIPPING IN TO BUY A WATCH FOR DAN-HE GOES TO FRANCE TOMORROW AND I THOUGHT THAT YOUD LIKE TO BE IN ON IT-
WELL-UH-UH-Y'KNOW-OH THERE SURE HES GOING HUH-ITS A DOLLAR APIECE IS IT? WHEN DO YOU THINK THE WAR WILL BE OVER? I DIDNT KNOW HIM VERY WELL
HES GOT HIM-DONT LOOK-HA-HA-HE SAYS HE DIDNT KNOW HIM VERY WELL AINT THAT A SCREAM?
HES BEIN TAKEN FOR A BUCK-HE DONT KNOW NUTHIN-HE DONT CARE ANYMORE ABOUT THAT DOLLAR THAN A KANGAROO DOES ABOUT HIS TAIL
SAY-IT TAKES 35 MINUTES TO BOIL AN OSTRICH EGG HARD-HOW LONG WAS THAT GUY BOILED?
DIDNT KNOW HIM VERY WELL HA-HA-HA
HOW DYE GET THAT WAY?
YOU'LL NEVER KNOW WHAT A HARD WOILD THIS IS UNTIL YOU SOP ON A BANANA PEEL
INDOOR SPORTS
PUTTING THE BEE ON ONE OF THE OFFICE NICKLE NURSERS FOR A CONTRIBUTION TOWARDS A WATCH FOR A GALLANT TRENCH TUNNELER.

Hockey

The Harlequins played the Sikhs yesterday afternoon on the Race Course. When the whistle blew no play the Sikhs were acclaimed victors by 6 goals to 4.

At half time the score was 3-2 in favor of the victors. In part two history repeated itself. The game was a very-early-in-the-season-affair but the thing that stood out was the fine defensive work of Agissez and McMeekin. The scorers for the Harlequins were Bertenshaw 2, Bally 2. Score Sikhs 6 Harlequins 4.

Andersen, Meyer & Co. Obtain The Agency For United States Tires

Andersen, Meyer and Co., Ltd., have recently added another extensive line to their imports, that of the United States Rubber Export Co., of New York. This is of particular interest to motorists because it brings actively into the Shanghai market the United States Tires so extensively used and advertised in America and in other parts of the world.

United States Tires are now being quoted by Andersen, Meyer and Co., in all sizes. They comprise five styles, known as Chain, Nobby, Usco, and Plain Treads, and the special Royal Cord Tire, the United States Rubber Co's. masterpiece in special cord tire construction.

The tire line includes United States Tubes, tire accessories, and solid tires for trucks, carriages, and other vehicles.

But the United States Rubber Co., while perhaps best known by the United States Tires, gives just as much attention to the manufacture of other rubber goods—in fact, "Everything that is made of rubber." The mechanical rubber goods line includes belting, hose, packings, moulded specialties, floor coverings, in every variety.

In the way of Wearing Apparel, they have "Keds," the new style footwear; over shoes; boots; and for the local boot and shoe makers, "Tenex" Soles, the substitute for leather which is better than leather. Among the weather-proof garments is the line of "Raynsters." The drug sundries is another extensive rubber goods line.

The United States Rubber Export Co. covers the products of the largest manufacturers of rubber in the world. Attached to the staff of Andersen, Meyer and Co., Ltd., is a direct representative of the United States Rubber Export Co., Mr. W. S. Leonard, who has been connected with the work in the United States and handles the entire line.

The tire operation of this company's installation in Shanghai will be completed by the establishment at an early date of a service station for repairs, vulcanising, etc.

Looking Over The Court Cards One By One

By Domino

I don't like to think how many years ago it was since I first saw Witty Wally Walton but it was years and years and more years. He was a great favorite on the Halls but before he deserted the legitimate he got hold of a town failure, "The Lady Slavey," polished it up and then ran it eight years to big business. Such is luck.

Before the "Lady Slavey" came along Witty Wally Walton did another clever thing. He became the father of Herbert Walton, the very popular little joker of the Court Cards. Let we tell you his story. He comes of a family of actors—all well known. He opened his little eyes on the stage. To be quite accurate, his birth took place in a dressing room of the famous "Sadler's Wells" Theater some forty seasons ago. Just a year after the wonderful event he appeared on the same stage and was a dismal failure. His ma was playing in melodrama and Herbert was a property. In a most pathetic passage he screamed and the curtain was rung down. History relates that mother didn't speak to "Erb" for months after.

The next time we see our friend the Joker is in a German company of acrobats. They were very good but I forget their names. Little Walton in telling me about them muttered: "No wonder I hate them." You see, when he was only five, they broke his collarbone for him and then Uncle George Walton—well known in Australia—took the little fellow in charge and he found himself a happy pupil at Handel's College, Southampton.

He made his reappearance on the Halls and George Edwards saw him. "Then I got my first chance" said my friend Bert. "The Guv (everyone calls the late George Edwards 'The Guv') gave me 'Sammy' in 'The Toreador.' Then I played in 'The Country Girl'; 'The Runaway Girl' and in fact all of the big shows of that particular period." The Joker understudied Edmund Payne at the Gaiety for some years and then came the South African War. "All I got out of that" said Herbert "was two bullets and nine months enteric and I suppose that is the reason they won't have me now."

After the war he did a little on his own and then signed on for "The Dandies" for six months. He starred with that clever little troupe in Australia but the period extended for seven years—just long enough to give Edgar Warwick a chance of seeing them. Now Edgar knows a good thing when he sees it. He married "Jammy Face" and engaged Walton for the present tour. So now you know all about him.

I happened to watch wee "Erb Walton" dressing and could not help noting how well built he was. "Are you much of a sportsman?" I asked. "Sportsman!" he cried. "Why I am the world's very worst boat oarsman." I heard afterwards that his great ambition was to row for Oxford or Cambridge but he was really rotten. But he rides well—in South Africa he was despatch rider to the then Colonel Byng—and as a boxer he has met most of the good things between eight stone five and nine stone two. He doesn't think Jess Willard is in his class.

Herbert Walton is a jolly little fellow; lots of fun; always anxious to know whether you feel thirsty; tells a good story; loves the stage and his work and hopes to please Shanghai.

Miss Rosina Palmerston is an old friend with the Shanghai crowd. I always call her "Maggie." Don't you remember the time when she sang the song four years ago and held on to "Maggie"—Top C—for 43 seconds? Well, she's awfully nice, a great sportsman, loves Sandow and singing.

I had the pleasure of reading one of the letters she had received from a boy in the trenches, somewhere in France. That patriotic song she has been singing here: "Who'll buy my matches?" was the cause of the epistle. She was singing it at the National Theater, Sydney, and as usual threw her matches among the audience. One box was caught by a Tommy. Months after she received a letter, and the back of a match box. Written on the box was "National Theater, Sydney, England, Amiens, Bapaume, Armentieres, Ypres, England and Australia."

Now for the story. The Anzacs were advancing. A halt. A cigarette. No matches. No matches on the next chap, or the next, or the next; four fellows with cigarettes and not a match between them. Then a cry of joy. One fellow remembered he had put one of Miss Palmerston's boxes in his bandolier and it was still there.

The boys enjoyed that cigarette so much that they wrote the letter mentioned and "Maggie" places it among her most precious possessions.

So sorry Miss Vio Parsons has been ill. I am sure she will prove a prime favorite here as soon as that nasty fever goes. She hopes to appear tomorrow. She is a Melbourne girl and has done big things with Williamson's. That's recommendation enough.

All the company love Dorothy Grace. I don't wonder at it. It shows their good taste. What a nice voice she has! And doesn't she look pretty! She was taught by Madame Christian in Sydney. Next to being a vocalist she is a swimmer. Not an ordinary swimmer but another Annette Kellerman. "A regular fish," says O'Sullivan.

Laurie Burman is very young and has a beautiful voice. He studied under Enrico Romalli in New York.

(Continued on Page 2)

The Great Idea

By Domino

Those local films that have been so popular at the Olympic are taking a journey to the Victoria Theater next Thursday. This will give those good folk a chance who didn't relish the long tram journey westwards. The films need no recommending now. They are well taken by Pathe Freres and the subjects are all well known. The house will be a big one. Sure!

Britain has an ally of centuries standing—I think it is her oldest ally. She is helping the good work in the present war. Next Thursday all the proceeds of the show at the Victoria will be devoted to the Portuguese Red Cross Fund.

This is the first time a performance has been given in aid of the particular fund mentioned and it calls for a big audience with confidence.

TO SHOW CHINESE BOXING

An exhibition of Chinese boxing will be given this afternoon at the Tau Wu Tai Theater on Hankow Road by members of the Chin Woo Athletic Association. The exhibition will be given in connection with the graduation exercises of the class in physical culture maintained by the association. The program begins at 1 o'clock.

Golf Notes

Entries for the Hong Foursomes competition and Singles Tournament of the Shanghai Golf Club close today.

The Hungjao Golf Club and the Shanghai Golf Club will play a friendly match this morning at Hungjao. The tee will be reserved from 10 to 11 o'clock.

GOOD DUCK-HUNTING

Special Correspondence of the China Press

Chukiakoh, Kiangsu, November 22.—Good duck hunting is to be found in the regions of the Dien-san lake, just out from Chukiakoh. The ducks are showing up in flocks already; and by the Christmas season, they will be abundant.

Today's Concert

The program for this afternoon's concert at the Town Hall, beginning at 4.30, is as follows:

1. Overture "I Promessi Sposi" Ponchielli
2. Symphonic Poem "Le Roust d'Omphale" Saint-Saens
3. 'Welsh Rhapsody" German
4. "Valse Triste"— Sibelius
5. Selection: "Eugen Onegin" Tschaikowsky

A. de Kryger, Conductor-in-charge.

KIANGWAN LEGER WON BY ORIOLE

Mr. W. Hill Brings Shanghai Champion In, Cutting Record 7 3-5 Seconds

RAJ WINS STEEPLECHASE

Cleverly Ridden by Mr. Commons, is Best in Duel With Bornite

Keeping pace with the big meeting at Shanghai, the International Recreation Club put up a glorious afternoon's sport at Kiangwan, yesterday, for the benefit of a very big crowd, despite all the counter-attractions. Fields were good and the fact that jockeys were inclined to run the preliminaries slowly, owing to the iron nature of the going, led to very close and fast finishes.

The pari-mutuel was in a generous mood, but, in the main, the public were pretty near in their selections and it was more the spreading of investments than anything else which made the returns rather higher than the average.

The big event of the day—the valuable Kiangwan Leger—proved a gift for the Shanghai Champion and, good though Gladiator admittedly is and though sound argument can be made for its failure to capture the title at the Autumn Meeting, it is doubtful whether the pony is really the equal of The Oriole. Letting anyone who wished do the pacing, Mr. Hill held his pony in until almost the last furlong, when it simply made hacks of the rest.

Incidentally, no less than 7 3-5 seconds was knocked off the Kiangwan record for a mile and three-quarters. Certainly, the old time was nothing to brag about, but it was a big performance to cut it by all that, bringing the figure down to only 2 3-5 worse than Shanghai's best.

The Hermitage Handicap brought out a big field, with Milkway strangely neglected, considering its weight and recent performances, no matter if Black Diamond was out. A slow run race ended with a gruelling finish, with half-a-dozen of them fighting it out within a length.

Mr. Commons was not feeling at his best and, though he worked well, failed by a short head to beat that consistent handicapper, Battle Dawn, whilst the evergreen Capercailzie jumped into third place, another head off.

Tired of Sandy's failures, the public almost ignored it for the opening sprint. It sailed in the easiest of winners, only just outside Cardington's record and the steady followers of Mr. Johnstone must have been overjoyed to draw $71.

Mr. Commons steered The Dean to a clever win for the Members' Plate and followed up with another in the Steeplechase. There were only three out and of these The Tipster was pulled off the course before going half a mile, a stirrup leather having given up the ghost.

Left against Bornite, Mr. Commons treated the Raj just as he did in the Grand National, going out to an ever-increasing lead. Mr. Lamerton's grand old chaser made a gallant effort in the straight and caught The R j at the last jump, but the effort had taken too much out of it, the cherry jacket went away again and The Raj scored comparatively easily.

Silver Streak gave Mr. Johnstone his second win, in the Royal Stakes, a length from The Golden Oriole, with Standard Dahlia in its favorite place, but not so close up as usual.

Meadowland, hard-ridden, took the selling plate and Mr. Ezra made it two wins with the last event. All the fancies were upset here and it looked as though The Boy had the race, but Mr. Ezra made a fameus effort with Jingle Johnnie and shot out a stride from the post.

The results follow:

1.—The Spiint Plate.—Value $300. 2nd Pony $50. 3rd Pony $25. For China ponies. Weigh for inches as per scale. Winner, since January 1, 1917, of a 6 Furlongs Race or under, 7 lbs. extra and of 2 or more such races, 10 lbs. extra. Ponies that have not won any race, after November 1, 1916, allowed 3 lbs.—¼ mile.

	lbs
Mr. John Johnstone's ches Sandy, Mr. J. Johnst ne	162—1
Mr. Jedfertno's grey Bix-shoote, late Irumack, Mr. H. Moller	165—2
Messrs. Toeg and Speelman's brown Swanee, Mr. C. R. Burkill	165—3
Messrs. Winsome and Hast's black The Raven, Mr. W. Hill	150—4
Mr. Perchang's grey Per-	

onne, Mr. F. R. Vida .. 162—0
Mr. Jedfertno's black dun Messines, Mr. S. A. Sleap 150—0
Mr. Leaf's dun Tae Kangani, Mr. T. U. Yih ..... 162—0
Sir Ellis Kadoorie's grey Maloo Chief, Mr. A. Knoll ..... 150—0
Mr. Cloud's white Railway, Mr. J. Liou ..... 155—0
Mr. Lamerton's grey Isis, Mr. H. S. B. Rowe .... 155—0
Mr. Tah Yuen's brown Recommendation, Mr. J. I. Ezra ..... 165—3
Many lengths; three. Time, 57 3/5.
Pari-mutuel, to win $71.70. Places, 1st $17.30, 2nd $71.50, 3rd $7.80.
Cash sweep. 1st ticket 279, 2nd 245, 3rd 365. Unplaced, 258, 86, 46, 419, 304, 372, 282, 394.

2.—The Members' Plate.—Value $300. 2nd Pony $50, 3rd Pony $25. For China ponies that have never been raced previous to January 1, 1917. Weight for inches as per scale. Winners of one race, 5 lbs. extra and of 2 or more, 7 lbs. extra. Non-Winners allowed 5 lbs.—1 mile.

	lbs.
Messrs. Sky and Hickling's grey The Dean, Mr. A. Commons	162—1
Mr. Cire's dun Fairylight, Mr. E. Moller	165—2
Mr. Onden's white Azuma, Mr. F. R. Vida	163—3
Mr. Henry Humphreys' brown Brown Mouse, Mr. A. Knoll	163—0
Sir Paul's grey Victory Dahlia, Mr. C. R. Burkill	153—0
Mr. Perchang's bay Commercialism, Mr. W. Hill	160—0
Mr. S. W. Voong's ches Lamplight, Mr. T. U. Yih	160—0
Mr. Day's ches Jingle Johnnie, Mr. J. I. Ezra	150—0
Mr. McBain's cream Golden Horn, Mr. E. S. B. Rowe	165—0
Sir Ellis Kadoorie's ches Essex Chief, Mr. S. A. Sleap	157—0
Mr. Cloud's grey Sideway, Mr. J. Liou	159—0

Three-quarters of a length; half length. Time, 2.5 3/5.
Pari-mutuel, to win $31. Places, 1st $10.10, 2nd $7.70, 3rd $13.
Cash sweep. 1st ticket 87, 2nd 105, 3rd 235. Unplaced, 246, 264, 41, 808, 299, 412, 528, 360.

3.—The Grand Stand Steeplechase.—Value $300. 2nd Pony $50. 3rd Pony $25. For China ponies. Weight for inches as per scale. Winners of the Grand National and/or the Challenge Cup, since January 1, 1917, 7 lbs. extra. Ponies that have never won a Steeplechase, allowed 5 lbs.—2¼ miles.

	lbs.
Mr. R. Macgregor's bay The Raj, Mr. A. Commons.	146—1
Mr. Lamerton's ches Bornite, Mr. H. S. B. Rowe	158—2
Mr. Ezra's grey The Tipster, Mr. J. I. Ezra	155—0

Three lengths.
Pari-mutuel, to win $8.40. Places, 1st $5.70, 2nd $6.70.
Cash sweep. 1st ticket 344, 2nd 568. Unplaced, 323.

4.—The Royal Stakes.—Value $300. 2nd Pony $50. 3rd Pony $25. For China Ponies. Weight for inches as per scale. Ponies that have not won a race of 9 Furlongs or over, allowed 5 lbs. Non-Winners, allowed 10 lbs.—1 mile and 5 furlongs.

	lbs.
Mr. John Johnstone's grey Silver Streak, Mr. J. Johnstone	152—1
Messrs. Winsome and Hasty's ches The Golden Oriole, Mr. W. Hill	158—2
Mr. F. S. Gibbings' grey Standard Dahlia, Mr. E. S. B. Rowe	164—2
Mr. Henry Humphreys' grey Northland, Mr. A. Knoll	155—0
Messrs. Sky and Hickling's grey Mush, Mr. A. Commons	158—0
Mr. Cire's grey Christmas-light, late Father Christmas, Mr. E. Moller ...	156—0
Sir Ellis Kadoorie's grey Kaigan Chief, Mr. S. A. Sleap	145—0

One length; many. Time, 2.32 2/5.
Pari-mutuel, to win $9.30. Places, 1st $5.60, 2nd $6, 3rd $6.30.
Cash sweep. 1st ticket 62, 2nd 7, 3rd 650. Unplaced, 169, 624, 115, 535.

5.—The Kiangwan St. Leger.—Value $1,000. 2nd Pony $250. 3rd Pony $100. For China ponies that have never been raced previous to January 1, 1917. Weight for inches as per scale. Any Derby or St. Leger winners, 7 lbs. extra. Winners of 2 or more Races, 2 lbs. extra. Penalties not accumulative. Ponies that have started and never won a race allowed 7 lbs. Griffins allowed 7 lbs.—1¾ miles.

	lbs.
Messrs. Winsome and Hasty's ches The Oriole, Mr. W. Hill	157—1
Mr. Elrettur grey Royalsand, Mr. F. R. Vida ..	161—2
Mr. Henry Morriss' grey Ashfield, Mr. H. E. Morriss.	148—3
Messrs. Toeg and Speelman's ches Fresco, Mr. C. R. Burkill	155—0
Mr. Perchang's skew Optimism, Mr. T. U. Yih ...	145—0
Mr. R. Macgregor's bay The Card, Mr. A. Commons.	158—0
Mr. Tucksong's bay Lucky Star, Mr. J. I. Ezra	157—0
Messrs. Winsome and Hasty's ches The Bullfinch, late Bunyip, Mr. S. A. Sleap.	157—0
Mr. E. R. Hooper's black Blackford, Mr. R. M. Dalgliesh	164—0

Two lengths; many. Time, 3.44 4/5.
Pari-mutuel, to win $7. Places, 1st $5.80, 2nd $6.90, 3rd $8.60.
Cash sweep. 1st ticket 226, 2nd 58, 3rd 424. Unplaced, 73, 599, 508 272, 510, 3.

6.—The Hermitage Handicap.—Value $400. 2nd Pony $100. 3rd Pony $50. For China ponies.—1¼ miles.

	lbs.
Mr. Bonar's grey Battle Dawn, Mr. W. Hill	153—1
Mr. Kosmos' grey Milkway, Mr. A. Commons	150—2
Messrs. Winsome and Hasty's brown The Capercailzie, Mr. H. E. Arnhold	160—3
Mr. G. D. Coutts' ches Shirley, Mr. R. M. Dalgliesh	158—0
Mr. E. S. Hine's bay Uganda, Mr. E. S. Hine	146—0
Mr. Vigilant's ches Twenty-Two Carat, Mr. F. R. Vida	150—0
Mr. C. R. Burkill's grey Winsome Dahlia, Mr. C. R. Burkill	152—0
Mr. Day's ches Loofield, Mr. J. I. Ezra	142—0
Mr. John Johnstone's black Black Diamond, Mr. J. Johnstone	164—0
Mr. Cire's bay Beaconlight, Mr. E. Moller	156—0
Mr. Leaf's grey Banfield, late Banzai, Mr. H. E. Morriss	147—0
Messrs. Toeg and Speelman's dun Sir Lamerock, Mr. A. Knoll	148—0
Mr. Cloud's white Railway, Mr. T. U. Yih	152—0
Mr. Cloud's dun Runaway, Mr. J. Liou	141—0
Mr. B. D. F. Beith's bay Wild Gamble, Mr. S. A. Sleap	140—0

Short head; a head. Time, 2.29 3/5.
Pari-mutuel, to win, $118.10. Places, 1st $28.60, 2nd $15.20, 3rd $49.90.
Cash sweep. 1st ticket 681, 2nd 614, 3rd 351. Unplaced, 476, 251, 729, 542, 279, 235, 613, 671, 182, 324, 346, 399.

7.—The November Selling Plate.—Value $400. 2nd Pony $100. 3rd Pony $50. For China ponies. Winner to be sold for $200, weight for inches as per scale; if entered to be sold for $100, allowed 5 lbs.; if entered to be sold for $50, allowed 10 lbs.—9 furlongs.

	lbs.
Mr. Y. Y. C.'s ches Meadowland, Mr. J. I. Ezra ...	148—1
Mr. Hart's bay Ye Illusionist, Mr. J. Liou	147—2
Mr. R. Macgregor's black The Bookie, Mr. A. Commons	147—3
Mr. Perchang's grey Organism, Mr. F. R. Vida ..	150—0
Mr. C. R. Burkill's ches Canton, Mr. H. E. Morriss	142—0
Mr. Jedfertno's brown Cronne, Mr. S. A. Sleap..	147—0
Mr. Tucksong's brown Morning Star, Mr. W. Hill..	147—0
Mr. Tah Yuen's grey House boy, Mr. A. Knoll	142—0

One length; one and a half. Time, 2.33 3/5.
Pari-mutuel, to win $28.40. Places, 1st $9.40, 2nd $4.70, 3rd $16.80.
Cash sweep. 1st ticket 338, 2nd 336, 3rd 471. Unplaced, 236, 466, 258, 543, 34.

8.—The Blackrock Maiden Plate.—Value $300. 2nd Pony $50. 3rd Pony $25. For China ponies that have never won a race. Weight for inches as per scale. Unplaced Ponies allowed 3 lbs. Subscription Griffins of the year 1917, allowed 5 lbs. Allowances accumulative.—¾ mile.

	lbs.
Mr. Day's ches Jingle Johnnie, Mr. J. I. Ezra	152—1
Mr. R. Macgregor's bay The Boy, Mr. A. Commons..	149—2
Sir Ellis Kadoorie's grey Formosa Chief, Mr. E. Moller	158—3
Messrs. Winsome and Hasty's black The Raven, Mr. W. Hill	155—0
Mr. Silex's grey Bernina, Mr. R. M. Dalgliesh	155—0
Mr. E. R. Hooper's grey Dairy, Mr. A. Knoll ...	153—0
Mr. Day's grey Tokuho, Mr. J. Liou	153—0
Mr. Jack's grey So Much, Mr. F. R. Vida	155—0
Mr. Lansing's grey Way Out, Mr. T. U. Yih	149—0

One length; two. Time, 1.32 2/5.
Pari-mutuel, to win $67.30. Places, 1st $19.20, 2nd $16.10, 3rd $14.60.
Cash sweep. 1st ticket 706, 2nd 918, 3rd 936. Unplaced, 38, 853, 253, 85, 336, 273.

Looking Over The Court Cards

(Continued from Page 1)

He is the nephew of the late Earl Linlithgow—the first governor general of Australia—and one of the youthful singer's most treasured possessions is a pin given to him by Queen Alexandra. He began his stage career 18 months ago after serving, as long as the government allowed him, in the Queen's Westminsters.

George Titchener must like Shanghai. Edgar Warwick found him at Hastings playing in big concert work for Keith Prowse. He was engaged and pleased Australia. On his arrival here he found a sister, Mrs. J. Gunn, quite unexpectedly—and he was pleased. Nice fellow, George. You will like him.

Do you remember Albert Keats? He came here some six years ago with Joseph Coyne's "Eccentrics" as the pianist and played at the old Astor House Theater. He stuck to the company for a long time and toured South Africa. Edgar got hold of him as well and again strengthened his company.

Well, taking the Court Cards all together, you will agree they are an interesting little bunch, and with such a hand, the holder is bound to win. Edgar Warwick is looking after them and he is lucky in having O'Sullivan as business manager.

Big Battle Rages At Hongkew Park

(Continued from Page 1)

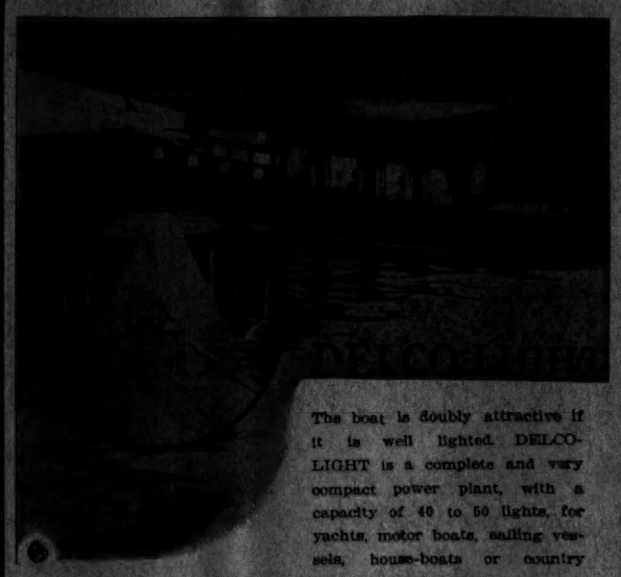
took away all the water and mud there was in it.

The firing was terrific during the final rush and the War Correspondents were nearly decimated. One of those double-barrelled bombs came zipping along and went off with a bang on the immediate port side of one and then circled skittishly around and went off with another bang to starboard, filling his hair with brown paper. The War Correspondents conducted a masterly strategic withdrawal, after the style of Mr von Hindenburg.

Then the brave attackers went over the top with a whoop, Piper Webber turning loose with deadly effect and driving all before him. And then everybody went away to get some tea or something to chase away the taste of the mud and the dust and the gunpowder.

Seriously, though, it was a very well executed piece of work—the sham fight at the maneuvers yesterday—much of it being done impromptu, save for the orders to the officers, and Major Trueman and his men are to be much praised. And the gallant defenders of the redoubt too.

And now we can go back to reading about Sir Douglas' drives with new appreciation.



Price complete with batteries G. $450.00 f. o. b. Shanghai.

The boat is doubly attractive if it is well lighted. DELCO-LIGHT is a complete and very compact power plant, with a capacity of 40 to 50 lights, for yachts, motor boats, sailing vessels, house-boats or country homes, or club houses.

It is simple, economical and highly efficient. Direct connected engine and generator. Occupies small space—uses either kerosene or gasoline. No carburetor, magnetos or pumps for oil and water. Air cooled. Sold under absolute guarantee.

House-boat "Marjorie," equipped with DELCO-LIGHT, has finest Light on river. In addition to providing an abundance of light, DELCO-LIGHT will furnish power for the operation of fans and other small machinery.

FEARON, DANIEL, & CO., INC.
SHANGHAI, TIENTSIN, HARBIN.

A WORD OF CAUTION

DON'T NEGLECT YOUR KIDNEYS.

Keep the kidneys well. They do more work than any other organ of the body, because the blood all goes to the kidneys thousands of times a day to be filtered and purified.

Think for a moment what happens when the kidneys do not act properly.

These impurities stop in the system. They are poisons, and cause more different kinds of trouble than any other sort of poison, for they saturate every nerve and tissue.

But Doan's Backache Kidney Pills are the special kidney helper. They act only on the kidneys and bladder, and they heal and correct their action in a gentle way. That helps the kidneys to properly filter these poisons out, and when this is done you will be well in every fibre.

You may be ill, and never have suspected your kidneys as the cause. If so, note carefully whether their action is normal. Is there a sediment? Is there rheumatism, neuralgia, sciatica, gravel? Are you excitable and nervous, sleepless and irritable? Is the stomach right? Do your limbs swell (dropsy)? Have you no ambition, no life?

These are some of the symptoms of kidney impurities in the blood. There are many more, but these show our meaning.

Whatever you do, whatever you think your disease is, look well to your kidneys at the first sign of anything wrong. Give them just the aid they require in

DOAN'S BACKACHE KIDNEY PILLS

兜安氏秘製保腎丸

SOLERA SHERRY
Qt. $3.50

ORANGE BITTRES
Qt. $1.50

RED SEAL WHISKY
Qt. $1.70

WINES FOR THE HOLIDAYS

At All Leading Stores
Or Telephone 2021
FREE DELIVERY SERVICE

GARNER, QUELCH & COMPANY

OPEN THANKSGIVING DAY UNTIL NOON

ALSO

	Qts.	Pts.
DELBECK'S "Extra Sec"	$5.70	3.00
DELBECK'S Vintage 1906	7.30	4.00
BRUT Royal "Extra Dry"	4.00	2.20
HUNT'S Full Rich Port	1.70	—
" Tawny Port	1.85	—
" V. O. T. Port ...	2.00	—
" Invalid Port	2.25	—
" V. O. V. Port	2.50	—
" Imperial Port ...	3.75	—
" Coronation Port..	4.85	—
GRAVES White Wine ...	1.20	.75
SAUTERNE White Wine.	1.40	.80
GRAVES Supr. W'te Wine	1.45	.85
CH. YQUEM White Wine	6.00	—

ROYAL HOUSEHOLD WHISKY
Qt. $2.50

SLOE GIN
Qt. $1.85

HT. SAUTERNES
Qt. $2.10

ALSO

	Qts.	Pts.
HUNT'S Palido Sherry ..	$1.40	—
" Vino de Pasto S'y	1.70	—
" Old Brown Sherry	1.85	—
" Manzanilla Sherry	1.95	—
" Amontillado Sh'ry	2.20	—
" Maduro Sherry...	2.45	—
" Fino Especial S'y	3.00	—
BEAUJOLAIS Burgundy	1.50	.90
MACON Burgundy	1.70	1.00
POMMARD Burgundy	2.20	1.30
VOLNAY Burgundy	2.40	1.40
SPARKLING RED B'dy..	2.80	1.60
CHAMBERTIN Burgundy	4.80	2.80
ITALIAN Vermouth	1.40	—
GORDON Jamaica Rum..	1.50	—

ST. JULIEN CLARET
Qt. $1.60

FINO SHERRY
Qt. $1.50

DRY GIN
Qt. $1.8

ALSO

	Qts.	Pts.
MEDOC Superieur	$1.20	.80
ST. ESTEPHE Claret ...	1.45	.90
ST. EMILION Claret	1.50	.95
MARGAUX Claret	1.70	1.10
CH. PONTET-CANET C.	2.00	1.15
CH. LANGOA BARTON C.	2.30	1.30
CH. LEOVILLE Claret ...	2.80	1.60
CH. LAFITE Claret	3.80	2.00
BLACK & WHITE Whisky	1.85	—
CRAWFORD'S S'cial R'rve	1.85	—
15 yr. LIQUEUR Whisky	3.80	—
DUNVILLE'S Irish W'sky	1.70	—
UPPER Crust Rye	1.60	—
OLD COLONY Rye	1.40	—

ALSO

	Qts.	Pts.
E. F. LIQUEUR Brandy..	$5.00	—
D. M. LIQUEUR Brandy..	5.85	—
D. M. LIQUEUR B'dy 1865	10.00	—
SCHWEPPES' Lemon S'sh Lime Juice ..	1.20	—
ANISEED	1.20	—
BLACKBERRY Brandy ..	1.50	—
CHERRY Brandy	2.75	—
CHERRY Whisky	3.00	3.25
CURACAO (Red or White)	3.00	—
PEPPERMINT	3.50	—
FREEZOMINT	3.00	2.25
D. O. M.	4.50	2.50

BASS ALE
Pts. $4.40 Doz.

NEWFOUNDLAND
Port. Qt. $2.75

BEAUNE BURGUNDY
Qt. $1.95

THE BOOK OF KNOWLEDGE

The Children's Encyclopaedia

The Greatest Educational Help of the Century

A New Force In the Home and School

THE MOST IMPORTANT THING IN THE WORLD is the education of the children! The loss of time and money, and the many serious mistakes made, have long weighed upon the minds of educators and of parents. The answer to the vexed problem is one word—*INTEREST!* THE BOOK OF KNOWLEDGE has solved beyond all question or doubt the most urgent problem of the day. The editors— specialists in their different departments, co-operating to one great end—made a careful study of the mind process of an individual child. The results were amazing. THIS IS THE ONLY WORK WHICH HAS DISCOVERED HOW TO MAKE LEARNING FASCINATING TO GROWING MINDS. Here is the essential and important knowledge of the whole world, written in such simple language that a child can understand it as easily as an adult, and with a charm and lucidity of style and a wealth and variety of pictures which captures the interest from the first page and holds it to the last.

A SPLENDID CHRISTMAS GIFT

A Generation Ahead

PRESIDENT JOHN H. FINLEY of the College of the City of New York, in his introduction, says:

"Suppose a boy of ten were to spend fifteen minutes a day in reading these pages, he would at thirteen know more about the earth and the life on it than the wisest men knew a generation ago."

Simplicity—The Secret

It is a great achievement to arrange the important and essential knowledge of the world in such a comprehensive scheme, and tell it in such simple language that the mind of a child may not only grasp it, but enjoy it and remember it. It is this simplicity of style and statement, coupled with sound learning (the art of presenting profound truths in language that the child can understand), which is the secret of this remarkable work. It leads the child on from the simpler to the more complex so imperceptibly and with such a gradual growth that he does not realise that he is grappling with the fundamental facts of his own life and the world about him—he only knows that he is learning interesting things—wonderfully interesting things. THE BOOK OF KNOWLEDGE awakens and stimulates the child's mind and quickens his observation and power of concentration to a remarkable degree.

Pictures "Wonderful Pictures"

Mr. Edison claims that the substitution of moving pictures for text books would make school fascinating to most children. The average child is not a willing learner. Why? Not because he is lazy, but because he is not interested. Yet all children love interesting pictures, and for this reason the eyes are the best teachers. The editors of THE BOOK OF KNOWLEDGE have recognised this important truth, and have solved the problem of capturing and holding the child's attention with series upon series of fascinating pictures explaining practical facts. In THE BOOK OF KNOWLEDGE are pictures of the starry universe, The Sun and His Family of Worlds; pictures of animals; pictures of flowers, trees and shrubs; charts and diagrams of our own marvelous bodies; portraits of famous men and women; striking pictures of our own country and a hundred other countries; the picture-story of important industries—pictures which tell a story or illustrate a fact in a way which can never be forgotten.

Answers Every Question a Child Can Ask

Why is the sea never still?
Where does the wind begin?
Why are tears salty?
What makes a fog?
What keeps the stars in place?
What makes a bee hum?
Why is the tiger striped?
Does a plant eat?
Why is the sky blue?
Why do we dream?
What is the only liquid metal?
What plant catches flies to eat?
How does water make rocks?
How did men first tell time?
Why do ants keep little cows?
What makes an echo?
Why does a ball bounce?
Why can't we see in the dark?
What are eyebrows for?
Where do thoughts come from?
Why does a stick float?
Why do we go to sleep?
Is a stone alive?
What makes a watch go?
Why cannot animals talk?
What makes whirlpool?
What is radium?
What is mist made of?
Why do stars twinkle?
What makes water boil?
Why is snow white?
What is smoke?
Why does salt melt snow?
What is air made of?
What keeps the stars in place?

Why You Can Afford the Book of Knowledge

The Most Profitable Investment

David Starr Jordan, President of the Leland Stanford, Jr., University, California, says that this is the cruelest age the world has ever known. Competition for a livelihood is growing stronger and keener. Time flies. Your sons and daughters will be men and women before you realise it. What are you doing to equip them to meet present day conditions? Soon your boy, and possibly your girl, may stand before an employer to be scrutinized by him as to their qualifications. Keen employers will judge them by their intelligence, their all around knowledge. If the boy or girl is not properly prepared it may mean the loss of thousands of dollars, or, in extreme cases—the spoiling of a life.

Place THE BOOK OF KNOWLEDGE in the hands of your children and you will give them a long start in the race for knowledge. The child who has studied this wonderful work begins his career with a rich and varied store of information and a keen appetite for facts. Think what it would have meant to you to have possessed such a book when YOU were growing up and you will agree that the comparatively small sum expended in its purchase is money invested in the BEST KIND OF LIFE INSURANCE FOR YOUR CHILD.

Discovers the Child's Niche in Life

One of the greatest services which THE BOOK OF KNOWLEDGE renders is in helping the child to find the life work which is best suited to his abilities. If the undiscovered bent is toward some branch of mechanics, the attitude of the boy toward the sections of Things to Make and Do, and of Familiar Things will make the fitness plain. If the child is best fitted for one of the professions growing out of modern science, as engineering, chemistry, medicine and the like, it, too, will be obvious. If on the other hand, literature or some one of the professions is his destiny, the parent may discover the fact by noticing which of the departments most interest him. If business of one sort or another is his inclination, that fact will be easily ascertained. If the artistic side of life is to be his chief concern, THE BOOK OF KNOWLEDGE will enable the parent to know it.

No service which THE BOOK OF KNOWLEDGE can render is more valuable than that of self-discovery, and in future years both parents and children will rejoice that such an opportunity was presented to them.

Striking Statistics

20 Volumes.
18 Great Departments.
644 Pages, with complete Index, containing 25,000 entries.

NATURE
1500 Pictures, 85 in color, including 188 Animals, 209 Birds, 106 Fish, 202 Insects, 730 Flowers.

FAMILIAR THINGS
87 Important Subjects with 1875 Pictures.

COUNTRIES
100 Countries with 630 Illustrations

WONDER QUESTIONS
1250 Children's Questions Answered

FAMOUS BOOKS
60 Books, 20 Plays: Shakespeare, Barrie, Maeterlinck.

GOLDEN DEEDS
150 Golden Deeds related.

STORIES
430 Stories, including: 93 Fables, 95 Fairy Tales, 82 Legends, 65 Historial, 95 Miscellaneous. 420 Illustrations.

BIOGRAPHY
875 Famous Men and Women.

POETRY
1000 Poems and Rhymes, 30 Pieces of Music.

THINGS TO MAKE AND DO
735 Articles with over 2000 Illustrations, 200 Problems and Puzzles, 160 Games, outdoor and indoor, 35 Needlework, Knitting, &c., 56 Tricks and Magic, 28 Gardening 21 Carpentering, 218 Miscellaneous

OUR OWN LIFE
56 Subjects, 92 Pictures and Diagrams.

What People Say About the Book of Knowledge:

Margaret T. Maguire, Principal Wharton Combined Public Schools, Philadelphia, Pa.

"My first impression of the work was that it would have a special value in stimulating to thinking and reading a child not naturally mentally alert. I placed the books in the hands of special children, and found that my judgment was entirely correct."

David Starr Jordan, President Leland Stanford Junior University, California

"I have examined these volumes very hastily, and am very much pleased with the highly varied selection of information which may be interesting and useful to children's questions."

C. E. Pugh, Associate Professor of Education, University of California

"I most heartily recommend 'The Book of Knowledge' to parents and teachers."

Charles G. Herberman, Editor in-chief of the Catholic Encyclopaedia

"I cannot close these lines without bearing testimony to the merits of the publication, which I think will be a boon to American youth."

Superintendent State Board of Education, Richmond, Va.

"I have decided to have these volumes placed upon our library list for that school libraries of the State. . . . I cannot recall that I have ever seen a set of books that contains such a great amount of information so interestingly and compactly told."

Edward Lauterbach, Regent of the University of the State of New York

"Confound 'The Book of Knowledge.' It has brought to my grand fatherly countenance the agonized expression of ignorance and perplexity of which the print at the top of your letter head is a faithful replica. Not only has its possession by the youngster of the family increased in hundredfold the normal boyish propensity for propounding unanswerable questions, but has invested him with a superiority of knowledge that puts his elders constantly to the blush. Seriously, of all the pedagogic and educational methods that have been devised 'The Book of Knowledge' ranks foremost."

Rabbi Joseph Krauskopf, D.D., Germantown, Pa.

"It seems to me that all it requires is to see the work—seeing it will mean falling in love with it, and, if at all able, purchasing it."

William A. Clark, 1st Sergeant, 54th Company C. A. C., U.S.A.

"Please accept my heartfelt thanks and sincere admiration for placing before the public at a price which the average poor man can afford a work of such inestimable value to the adult as well as the child as 'The Book of Knowledge.'"

Robert Cluett, Cluett, Peabody & Co., Troy, N. Y.

"It presents a boundless amount of valuable information in a manner that is attractive alike to old and young."

Edward Bok, Editor of The Ladies' Home Journal

"After personally looking over the books for half an hour, I immediately ordered them."

Rev. Gilbert Glass, Madison Avenue, Presbyterian Church, Covington, Ky.

"With such a work in the house, it will be well-nigh impossible to prevent the child-mind from unfolding as it is enticed onward by this wonderland of knowledge and beauty. A liberal education to young children with the least effort."

500,000 Sets Now Sold

Ten Characteristics That Count

Original In Conception.
Simple In Style.
Educational In Aim.
Ethical In Motive.
Comprehensive In Treatment.
Psychological In Arrangement.
Unsurpassed In Illustration.
Convenient In Format.
Reasonable In Price.
Remarkable In Results.

CHINESE AMERICAN PUBLISHING CO.

26 Canton Road. Telephone 4648.

Shanghai.

20 Vols. at Gold Basis Prices

CLIP OFF THIS COUPON AND MAIL

Chinese American Publishing Co. CASH $75.00 Mex.
26 Canton Road, Shanghai SUBS'N 85.00 „

Dear Sirs: Please enter my { cash / subscription } order for the BOOK of KNOWLEDGE (20 Vols), for which I agree today cash $75.00 or, on Subscription, $85.00 payable $15.00 on delivery and $10 in 7 monthly installments.

Name :— .....

Address .....

How The Ford Won Its Fight In England

By The Ford Agent In London

In the day when the British motoring world, lacking a Ford, was without form and void, the news came down the wind to the present writer that an American automobile had arrived with a twin cylindered engine (the cylinders horizontally opposed) and a chain drive. It was not regarded hopefully. Since the failure of the American bicycle on the British market, the English manufacturer and the journals in which he advertised, had effected a fine scorn for any form of vehicle which had its origin across the Atlantic. The American car was a special butt. Sundry sensational rumors had come across together with two American vehicles. There was a suggestion of an American invasion. Suggestion, rumor and vehicles were wrapped around in a mantle of ridicule. The laughter was loud and long. We were invited to remember the fate of the American bicycle, and with a bafflehead indifference to the lack of association between bicycle and car, it was argued, quite satisfactorily from the point of view of the arguers, that the fate of the American car must be as the fate of the American bicycle. Quaintly enough, the laughter in those days was often sincere. The British manufacturer could not conceive an American vehicle with an appeal in it for the British market. There is laughter still, but it's fairly hollow. Also it has an echo that is grim.

The antipathy for American cars was doubtless one of the reasons which sent the writer out in quest of this new arrival. He found—a Model A Ford, tried it, found it good, thought the saw possibilities in it, and in a little while had formed an equally little company to run it. That company was regarded as a mixture of Quixotism and right down foolishness—when it was regarded at all; which was not often. The opposition that was interested sat complacently and listened for the voice of the Official Receiver. That was in 1903. They may still be listening, but there's a doubt about the complacency.

Then commenced a five years' war with the most impregnable prejudice it has ever been the lot of man to run up against. The motor agent would have none of the car. The public, its opinions fostered by an anti-American press, could not be induced to vacate their position of insular indifference. In externals it conflicted with the accepted canons of motoring form. In internals it was regarded as of string and hoop iron, and fitting food for the scrap heap, to which it must certainly go after a few weeks of inglorious life. The car was given no opportunity of showing its mettle, or what little mettle it was able to show was either disregarded or set down as no consequence.

The first year's efforts resulted in the sale of a meagre dozen cars. The second was a little better; but not much. It just provided sufficient evidence to those few who gave a thought to it, that by some act of God the Fords already sold had escaped the scrap heap.

A memory of those Model A cars came back to us the other day in photographic form. One is still doing service as a garage van, delivering petrol every day in London, is still highly reliable, and its owner writes that he could not wish for a more economical car.

The Scottish Reliability Trials, the most strenuous and rigorously observed road tests known to a period in this country when such trials were common, were the outstanding feature of our year three. We entered Model C. The test consisted of about 800 miles of road running, over hills regarded as exceedingly difficult for motor vehicles of whatever power, hills which, as a matter of fact, put many a car in that competition out of the running. The roads themselves were, by comparison with southern English roads, exceedingly poor, and the going very heavy. Yet our little Ford came through with no more against it than a single involuntary stop.

That success gave the car its first material fillip. Where all our arguments had failed the argument of the car itself made good—as it must wherever it is allowed to express itself. That is why it needs so little selling today. It is a self-seller because its arguments are concrete and indisputable. Give it an audience and it will make its converts. That is the best tip for salesmen. Let the car do more of the talking.

This, further, concerning 1905. It is not generally known that the Ford was pioneer of the public service landaulette, known today as the taxicab. Then there were no taximeters, and the only means of cab conveyance was the horsedrawn "hansom"—a sort of decadent sedan chair with the driver sitting on the roof, and the crock-drawn "growler"—which was a fly, and as frowzy as most flies are. The man who sat out in one of these vehicles for any lengthy journey, insured his life and bade farewell to his friends. He also carried a good reserve of cash, rendered necessary by the generally extortionate and widely variable charges levied by the "cabby."

The advent of the automobile suggested the possibility of change. Many experiments were made with various forms of more or less weird vehicles; but it was left to the Ford to place on the streets of London that form of conveyance which has since come to general adoption. Then the chief, if not the only qualification for a driver's license was a knowledge of London. The driver had to pass a police examination, and prove that he knew the latest haunt of vice, the mustiest club, and the absolutely shortest route from the Toad in the Hole Saloon, Hoxton, to the Tripe Dressers Arms, Chelsea. The same condition remained when the first motor service vehicle took the streets. Knowledge of the machine was of no importance. Driving skill did not greatly matter. The question was, did the applicant for a driving license really know his London as he knew the date he donned his last clean collar.

Therefore, we had to recruit our first drivers from the ranks of cabmen bred for generations upon "Knowledge of London," and it is worthy a special note that the simplicity of the Ford control, then as now, was such that these cabmen could and did pick up the art of driving their Model B Fords (20 h. p. 4 cylinders vertical with copper water jackets) with a clerity that astonished everybody.

In 1906 the 15 h. p. 4-cylindered Model N arrived—too late for any of the trials. But the market was beginning to sit up, somnolently enough, it is true, and to take notice a little—a very little—less disdainfully. Fifty cars found buyers that year, and we knew that, barring accidents and provided we could live in our little financial sea, the future was sure. The car must progress snowball-wise on its own merits until the snowball was big enough to act as a steam roller on the public prejudice. The Ford would rehabilitate the credit of the American automobile.

The next year we more than trebled our sales and justified our own prophecies. That year, too, we entered the Ford for both the Scottish and the Irish Reliability Trials. In the former the conditions called for a four-seater touring body, and Model N was a standard two-seater, geared accordingly. We made a four-seater of it to conform to the regulations, and went in without touching our high gearing at all. That was the year when the Scottish Club selected a course of 800 miles of such a heavy nature for the comparatively immature cars of that year, and with such step gradients that a loud outcry was raised by many of the competitors, particularly when, owing to rains, the cars were sometimes mudstuck to their axle-caps. Cars specially prepared for the event were hopelessly bogged, and the Ford with its high gear was held up more than once on the abnormal hills, although on the normal hills it made fastest time in its class. In the end it came through without a mehanical stop recorded against it; a result which was accounted quite notable even amongst the most biased. As for the Irish Trials of about 1,000 miles, the Ford made light of them, and captured a gold medal, an achievement that was repeated during the next year.

But 1909 was the greatest year in our history, because in October we came into existence definitely as a Branch of the Ford Motor Company. Previouly we had been no more than Concessionaires for the car in the United Kingdom. As a part of the Detroit organisation, with all the power and resources of the Home Office behind us, and with Model T, doubtless not only the finest product of the genius of Henry Ford, but the finest exponent of motor service in the history of engineering—with all these we set out with renewed virility and confidence to make the Ford the dominant factor in the Automobilism of these islands. Early in 1910, the Reliability Trials having died out, we undertook a test, which, by common consent, represented the limit of confidence in a car and the finest demonstration of its sturdy qualities. The particularly notable part of the undertaking consisted in the fact that of the ten cars which went through the test, only one was owned by the Ford Motor Company, the remainder having been lent for the purpose by private owners or dealers. When it is remembered that the trip, conducted by Mr. Henry Moore, the Ford Dealer of Brighton, consisted in a two-day run over the trackless Downs heavy with rain, where never a car had been before, and often where no vehicle of any sort had ever been; up steeps so precipitous and slippery that the car wheels could not grip without the assistance of chains; wheels deep in the ruts of farm carts, the cars sometimes, owing to the inequalities of the ground, laying over at such an acute angle that the pasengers had to stand on the running boards to prevent a complete turn over; dropping into rain courses; jumping off two-foot banks, and doing all manner of things that no other car dare do to this day, in an endeavor to discover a weakness in the car somewhere—when all this is taken into consideration, the enthusiasm of the men who lent their cars for the purpose begins to be apparent. Very gradually we had been receiving the evidences of that owner's enthusiasm for the Ford— a quality which is the dominant note of the owner of today—but this was a case where the enthusiast was asked to make a possible sacrifice. Possibly if some of them had appreciated what their car was being called upon to do, they would have hesitated considerably. Happily, so finely wrought is the Ford that not one of them suffered damage, although to the pressmen aboard it seemed that every effort was being made to smash the cars to pieces. No more triumphant vindication of a car's quality of construction, power and utility had ever been given; to which the press bore eloquent witness. In conjunction with the inauguration of the new regime, the snowball effect of previous Ford sales and the growing Ford Service organisation, this extraordinary demonstration of Ford sturdiness on the South Downs was responsible for a sale of over six hundred cars that year, a total small enough by comparison with what was being done in America, but huge having regard to the size and conditions of the market here.

During the next year (1911) we were able to achieve a success which made the car famous in every quarter of the United Kingdom. After much prospecting to find a path, a Ford car was driven by the intrepid Henry Alexander to the top of Ben Nevis—4,600 feet—the highest point in the four countries. That and the hardly less difficult descent, made a story which was seized upon by every newspaper. At Fort William the town made holiday for the day, Highland pipers made a triumphant procession for the car through the streets, and civic reception was held, and altogether the Ford received a booming that made the Downs' boom pale its ineffectual fires. People who had looked at the car askance began to give it very serious consideration. Competitive manufacturers who had only referred to it in order to gibe, began to reconstruct the outlook a little. Dealers who previously had been difficult enough to secure a generally unsatisfactory audience with, began to inquire into the selling proposition which the Ford represented, people in high places began to buy—we had arrived. Result 1,460 cars sold.

Since then we have not indulged in a "stunt" of any kind, finding all our energies consumed in matters of organisation and the supply of Ford cars in sufficient numbers to satisfy the clamoring market. With the opening of the Manchester Works, which took place at the end of 1911, supplies were vastly facilitated, and we were able to produce and dispose of 3,081 cars, while last year 6,139 came through and were absorbed by the United Kingdom alone. Today we have near upon 1,000 agents in our organisation, and confidently expect to touch the 10,000 car mark by the end of the season. The car is established. Its qualities are known. It is far past the position of numerical domination in the English market. Its takes the combined output of five of the next largest car manufacturers in this country to equal Ford sales. All the portents for the future are propitious.

Why does the Ford car appeal in the United Kingdom? Because it is made right; because it remains right; because it is only lacking in ostentation; because it serves every useful and necessary purpose a car can serve; because it gives an infinitely greater return per dollar of expenditure than any other car in the same or any other category; because being built sturdily for bad roads, it will live the longer and the better in countries like this where the roads are good; because it is quiet, neat, comfortable, commodious and complete.

'Demand For Photoplays,' Says Seitz

It has been estimated that eighteen million persons go to the motion picture theaters of the United States every day of the year. It is probable that one half would be a conservative estimate of the number of these persons who, at some time or other have imagined that they could or would like to write motion picture stories.

The studio of every motion picture company is daily flooded with thousands of manuscripts from patrons of motion picture theaters who have been encouraged to attempt to write scenarios either by the hope of financial reward or the ambition for glory. Of all these thousands of so-called scenarios, probably not one in a hundred ever receives consideration. The reason is that the moving picture companies are too busy to wade through piles of manuscripts in the hope of finding an idea, for an idea is all that they could use. No untrained person can write a scenario.

What are the possibilities in scenario writing? Does it pay to write stories for motion pictures? Is it possible for a person of average intelligence to devote his spare time profitably to scenario writing?

"These are questions that are very hard to answer," says George B. Seitz, famous as the author of many of the most successful serials ever released, who has just directed Pearl White, the Pathe star, in her newest serial, "The Fatal Ring," in the first episode of which she is to be seen at the Apollo Theater beginning tomorrow.

"Scenario writing offers an almost unlimited field to anyone mentally equipped and trained for this kind of work," continued Mr. Seitz. "But it would be foolish to say that anyone can write scenarios. Scenario writing requires special training the same as any other profession. It is hard work. Sometimes an untrained mind will conceive a brilliant idea that will bring a good price from some motion picture producer. But all he is paying for is the idea. He will turn his idea over to one of the members of his scenario staff and it will be whipped into shape for screen presentation.

"I believe, however, that an ordinarily intelligent man or woman who follows motion pictures closely and who studies scenario writing will meet with a fair measure of success. Practically every motion picture company is anxious for new ideas. The scale of prices is constantly being raised, and the public is being encouraged in every possible way to contribute stories for the screen."

Local Outports Mail

Permanent Notice

Destination.	Mails.
Shanghai-Nanking Train.	Close Daily. a.m. p.m.
Soochow, Wusih, Changchow, Tanyang, Chinkiang, Nanking, Hankow and North China.	7.00
Soochow, Wusih, Chinkiang, Nanking and all intermediate places	3.00 9.00
Soochow, Wusih, Changchow, Chinkiang, Nanking all River Ports	11.30
Soochow, Wusih and intermediate places	2.30
Soochow, Wusih, Changchow and intermediate places	4.30
Soochow, Wusih, Changchow, Chinkiang, Nanking and all River Ports North China	9.00
Shanghai-Hangchow Train.	
Sinchwang, (and Szeking), Sungkiang, Fengking, Kashan, Kashing, Wangtien, Siashih, (and Tunghianghsien), Changan, (also Shihmen and Shihmenwan), Linping, (and Tangsi), and Hangchow (also Huchow)	6.30
Sinchwang, Sungkiang, Fengking, Kashan, Kashing, (& Tangsi), Siashih, (and Tunghianghsien), Changan, (also Shihmen and Shihmenwan), Linping and Hangchow (also Shaohing and Siaoshan)	1.30
Sungkiang, Kashing, Hangchow and intermediate places	2.30
Ningpo via Hangchow Sundays only	1.30
Woosung Train.	Close Daily.
Woosung (also Paoshan and Kiangwan)	5.50 7.00 10.10 11.45
Steamer.	Daily.
Tsungming, Paochen, Haimenting and Miaochen	Sundays expected 7.00 11.00
Chuking and Pinghu	8.00
Huchow, Nanxin and Linghu	11.00
Minhang, Nankiao and Tukiahang	8.00 11.00
Tatwan, Nanhwei, Fengsien and Sinchang	7.00 11.00
Courier	
Chowpu	6.30 11.00
Foot Boat.	
Chwansha	6.45 11.00
Cycle Rider	
Soochwei and Taipac	8.00 2.00 10.00 4.00
Klangnan Arsenal	8.00 2.00 11.00 4.00

MARTIN'S APIOL & STEEL PILLS

A Female Remedy for all Irregularities. Those who have used a box of Martin's Apiol & Steel Pills are the best judges of their efficacy, and of the freedom from all fear that a single dose may be administered. Those who have recommended them, because their experience gives confidence to all Chemists and Stores, or post free 4s. from Martin, Chemist, NOTTINGHAM, Eng.

The Shanghai Chemical Laboratory

No. 4 Canton Road

Gold, Silver, Jewellery Fancy Goods

IDEAL 'XMAS GIFTS

Boyes, Bassett & Co.

Sole Agents for Mappin & Webb, Ltd.

35, Nanking Road

Dr. John Goddard Optician

Refracting and Manufacturing

Toric Lenses

Invisible Bifocals

Sun Glasses in Various Shades

W. T. Findley, M. D.

26 Nanking Road. Tel. 1930

CALOL

Look for the label: "It's a bear"

Ask for "Bear Brand." Accept no substitute.

Calol, a pure white mineral oil, is the rational, medically-accepted treatment for CONSTIPATION

Calol is tasteless, odorless and colorless, and is harmless in any quantity.

Calol lubricates the entire intestinal tract, and thus encourages natural bowel activity.

Calol is entirely free from the dangers which attend the use of drugs and laxatives.

Calol taken a short time brings about regular movements, supplanting languor and physical apathy with brimming natural health.

RECOMMENDED BY DOCTORS THROUGHOUT THE WORLD

Sold by all Druggists and Pharmacies

Prices: $1.25 per pint—75 cts. per ½ pint—25 cts. 2 oz.

STANDARD OIL CO. OF NEW YORK

"COMMANDER"

Sold in tins of 50 Cigarettes

Also in boxes of 20 Cigarettes

He is a large commanding fellow standing head and shoulders above the rest.

His size has given him individuality and entree to the homes of the smokers, but it is his marked qualities that have made him a favorite.

Westminster Tobacco Co., Ltd.

The Kaiser's Personal Reasons for Bombing the Bank of England

The Late Crown Prince Frederick and His English Consort with Their Two Sons, the Present Kaiser and Prince Henry.

Secrets of His Conduct Towards His Dying Father in Bismarck's Third Volume of Memoirs Which Lies Concealed There

By a Former Diplomat.

IN the vaults of the Bank of England, where foreigner rulers, Latin-American dictators, Oriental statesmen, vassal Princes of India, and capitalists from all parts of the United States keep their choicest treasures, and the funds which they have set aside for a rainy day, there have been lying for some twenty years or more seven large steel-bound boxes which the Kaiser would pay dearly to possess.

There are some, indeed, who insist that his long-cherished and openly avowed project of invading England via Calais, and of dictating the terms of a victorious peace on the banks of the Thames was prompted very largely by his almost insane desire to get hold of the contents of these cases, while it is known that he has promised a truly imperial reward to the aviator or Zeppelin commander who succeeds in dropping his bombs in such a fashion upon London as to convert the Bank of England into a great hole in the ground, a mere shell crater—and to completely obliterate the existence of the Old Lady of Threadneedle Street.

If Emperor William is so bent upon the destruction of these seven boxes in the vaults of the Bank of England it is because they contain the manuscripts of the third, the largest and the most important, volume of the autobiographical memoirs of the first Prince Bismarck, as well as a wonderful collection of confidential papers and correspondence of a nature to corroborate and confirm the statements in the memoirs. They include several hundred letters written by the Kaiser prior and immediately subsequent to his accession, to the Iron Chancellor, reports of various intrigues at Vienna, and of plotting against the ill-fated Crown Prince Rudolf of Austria, in which he was concerned, and also of memoranda in William's own handwriting, relating to the unfilial conspiracy which he organized in the Autumn of 1887 and in the early Spring of 1888, to eliminate his already then fatally stricken father from the succession to the throne.

Bismarck would have published this third volume of his memoirs during his lifetime had not the Kaiser, greatly alarmed by the tone of the first two volumes, threatened him with the dire penalties that he himself had inflicted upon Count Harry Arnim for printing official secrets in a pamphlet designed to clear himself of the charges brought against him of insubordination and misconduct while Ambassador in Paris. Arnim, who was morganatically related to the Hohenzollern family, and who on the strength thereof had defied Bismarck, was arrested, deprived of all his honors and sentenced to a long term of imprisonment, which he only escaped by flight to Switzerland, where he spent the remainder of his days in exile.

Bismarck knew that the Kaiser must have an inkling of the contents of his remaining reminiscences, and that he might be driven by fear of the revelations which they contained to have recourse to the same extreme measures that he had adopted in 1888 with regard to the voluminous diaries of his father, Emperor Frederick. The Kaiser had forcibly taken them from his widowed mother and Bismarck was determined that his third volume should not share the same fate.

So Bismarck managed, with the assistance of his son Herbert, and of the latter's intimate friend and crony, Lord Rosebery, to smuggle the manuscript of the third volume, and his most precious papers, out of the country and over to the Bank of England in London, in order to save them from seizure and destruction by the Kaiser. When the old Chancellor died Emperor William administered to the sons, Prince Herbert and Count William Bismarck, the same warning about the third volume and the correspondence connected therewith that he had given their father.

It is only recently that public attention has been drawn to the fact that these papers are still in the possession of the Bank of England, and no end of pressure is being brought to bear upon the British Government to seize and publish them with the view of turning the Hapsburgs and the Austrians still more against William than is now the case, and of arousing sentiments of disgust and horror against him even in Germany.

The only thing that has caused the English Government to hesitate about their publication until now has been the objections of the governor and directors of the Bank of England. They are said to fear that in the event of the Cabinet making use of its authority to seize these documents for political purposes, the confidence reposed at home, and especially abroad, in the bank as a fiduciary institution would be impaired.

The present Kaiser had already revealed his ambitious nature when in 1887, rumors became current of the effect that the laryngic affection from which his father Crown Prince Frederick had been suffering through the Winter was of a more serious nature than had been suspected. From the entourage of William came the story that it was a cancerous ailment, and that Frederick would no longer be able to fulfil his duties as heir apparent. It was on the strength of this argument that while Frederick was sojourning with his wife and other children in the Bavarian Highlands, William induced the old Emperor to appoint him instead of his father to represent Germany at Queen Victoria's Golden Jubilee celebration in London.

On his return to Germany William, this time without consulting Bismarck, called into consultation, along with the most rabid of his parents' adversaries, a number of legal experts, to ascertain whether in the event of his father's affection of the throat proving incurable, he could not be barred from the regency, in case of the old Emperor's illness, and from the throne upon the occurrence of the aged monarch's death. They declared that while there was nothing in the Prussian Constitution there was a long-forgotten and medieval law in the Hohenzollern family statutes excluding Princes afflicted with incurable and incapacitating maladies from the throne, the object of the law being to bar hopelessly insane Princes—of whom there have been a number in this dynasty—from the crown. William then addressed himself to surgeons and throat specialists of his own selection, who gave the opinion that if the affection of Frederick's throat was of a malignant, that is to say, of a cancerous, nature it was incurable, and destined to rob him in due course of his powers of speech, and eventually to kill him by suffocation.

And now there commenced one of the most ghastly conflicts that it is possible to conceive, Prince William endeavoring to establish that his father was suffering from incurable cancer, and as such disqualified from the succession, and his mother, seeking with all her might and main to protect her stricken husband from any such medical pronouncement being made against him.

William then invoked the assistance of Bismarck, confronted him with the old forgotten law which he had dug up from the family statutes of the House of Hohenzollern, and a Prussian cabinet council determined that since a question of such importance as the succession of the throne was at stake, Frederick should be subjected to the examination of a board of eminent surgeons whose verdict would be final. Only with much difficulty was the old Emperor's consent secured by his grandson, William, and by Bismarck, to the decree. Frederick and his consort declined to submit, unless they were represented on the board by surgeons and laryngologists of their own selection, equal in number to those nominated by the Government, that is to say, by their eldest son.

As might have been expected, the examination resulted in a draw, that is to say, half of the surgeons declared the affection to be cancer, and the other moiety, among whom was the celebrated English laryngologist, Sir Morrell Mackenzie, were equally positive that it was a non-malignant growth.

Some days later Empress Frederick (then Crown Princess), returning from a long drive, found her husband under the influence of anaesthetics, and Professor von Bergmann, the chief of the surgeons nominated by her son, on the very point of operating upon her husband's throat, at the instance of her son.

With all the intuition of a clever woman, and of a passionately devoted wife, she at once surmised what afterward proved to be the case, namely, that Professor von Bergmann, convinced that the suspicious growth was cancerous, had determined to then and there remove the entire portion of the larynx that was affected, including the vocal chords.

This he declared was the only chance of prolonging the imperial patient's life. But by depriving him in this way forever of the power of speech, he would likewise have robbed him of all chances of succeeding to the throne.

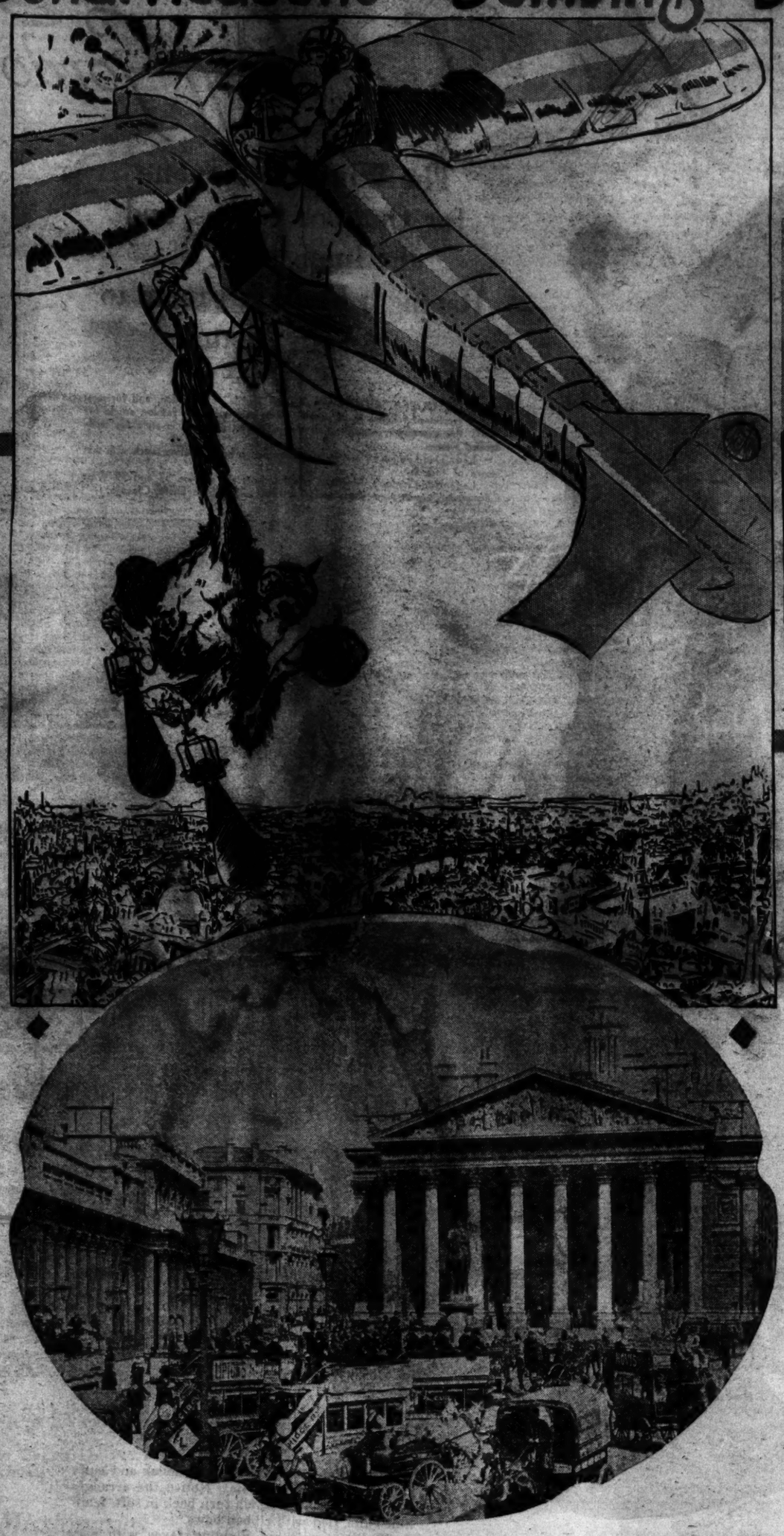
Almost beside herself with anguish and fury, the Crown Princess literally drove Professor von Bergmann and the surgeons with him from her husband's room.

Convinced that her husband's chances of succession to the throne, and even his life, were endangered at the hands of her eldest son, and of his adherents, if he, Frederick, remained at Berlin, she carried him off twenty-four hours later, first to England and then to San Remo.

It was two weeks after this that William, finding that his grandfather, the old Kaiser, was rapidly failing, had the audacity to travel from Berlin to San Remo, not to bring any comfort to his stricken father, or to his grief-burdened mother and sorrowing sisters, but to extort from Frederick his signature to documents prepared by the Prussian Cabinet in which he surrendered his rights to the regency, and of succession to the throne, to his eldest son.

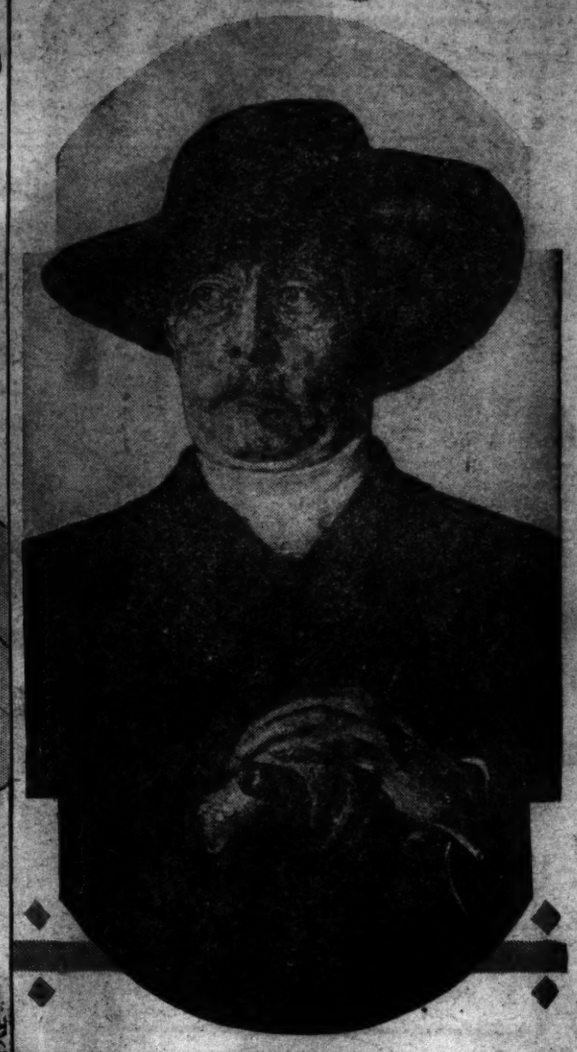
Empress Frederick endeavored to prevent William from seeing his father. Frederick, however, insisted upon talking to him, although his voice had been reduced to a mere whisper. The Crown Princess alone was present at the interview. What took place can only be surmised. All that is known is that William finally left his father's presence and the villa, with undisguised signs of anger, exasperation and disappointment, followed to the door by the reproaches and even the maledictions of his mother.

Neither Bismarck nor any of the adherents of William dared to take it upon themselves to bar Frederick from the crown without his having made a specific renunciation thereof, and it was too dangerous to have recourse to any of those clever forgeries that are so numerous in state papers where great dynastic and political issues are concerned. Therefore, when the old Kaiser died in the early Spring of 1888, Frederick, while still at San Remo, was proclaimed by Bismarck as Emperor, and thus realized the fulfillment of his prayers that he might live long enough to succeed to the crown and to be in a position as sovereign to make adequate provision for his wife and daughters.



The British Artist Dyson's Cartoon Referring to the German Aviators' Attempts to Bomb the Bank of England. The Cartoonist Suggests That Trained Monkeys Could Aim Better.

The Heart of London, Showing the Bank of England (on the left), and the Royal Exchange, the Spot at Which German Aviators Have Aimed Most Persistently. Since War Began.



Prince Bismarck in Retirement, About 1891, at the Time He Was Working on the Memoirs Now Concealed in the Bank of England.

The New Smart Walking Dresses by Lady Duff Gordon

The Winter Silhouette for Outdoor Gowns, and the Importance of Having a Fashion Frame to Fit Your Picture

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in style for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

A Walking Suit of Velvet That Has the Characteristics of the Mode, Narrow Skirt, Full Draperies, Normal Waist Line and Fur Trimming

Back, Front and Side Views of a Smart Utility Suit. Of Dark Broadcloth Foundation, It Has the Mannish Collar and Cuffs and Leather Belt That Denote the Present Masculine Trend of Taste in Clothes. a Reaction of the War

By Lady Duff Gordon
("LUCILE")

THE smart woman esteems highly her walking suit.

Like her evening dress, it must be immaculate. It should be a frame as suitable for her type as her afternoon gowns. It ought also to express her individuality as surely as do her negligees.

On this page is shown a group of walking suits that express the latest mood of fashion in street wear. Observe the characteristics they hold in common. All are of dark material. All have a long, slender silhouette. Each has long, moderately full drapery. All have a belt or girdle at the normal waist line. The belt line may rise or fall, but lovely woman goes on forever, according to her whim.

The most elaborate of the walking costumes is of velvet. That queen of fabrics will reign again this Winter whenever and wherever the purse of her subjects permit. The skirt is of ankle length, which, other predictions to the contrary, I believe will prevail. The skirt is scant, of the new narrow width, yet permitting a freedom of movement never granted by the silly hobble skirt, which, pray heaven, will never return. The tunic is draped full on the hips and falls in long folds to near the hem. The fulness is drawn into shorter, wider folds at the back. All the fulness is confined at the waist line with a wide, rather tight girdle pointed at front and back and accentuated by an inset of Oriental embroidery The full bodice and the sleeves are finished by a border of fur.

More severe is the second costume of cloth. I am able to show you three views of it on this page. Study of the photographs here reproduced will show you that it is a combination robe, one of the half and half frocks that are immensely popular. The basis of the gown is a large plaid in the same colors. How plaid could be arranged in the same shades may seem puzzling, but the effect is secured by the weaving into the cloth of a double silk stripe of the same shade. The back, as is apparent, is slightly gathered at the waist. Over the hips is shirred cloth in the solid color. A piece of the plain cloth in a solid color is set upon the foundation garment in front, as though it were an afterthought of generosity. A belt of alternate strips of contrasting leather confines the slight fulness. The white chemisette reappears, and with it we see the stiff mannish collar and cuffs and the accompanying tie. Notice the arrangement of the sleeves, which turn back in soft, feminine cuffs, tied with ribbon bows.

Walking suits are dividing favor with one-piece dresses and what are designated as "separate coats." The term "separate coats" is a misnomer. Whoever knew a coat that was not separate from the rest of the apparel? A coatee may be attached to a blouse, but at most the arrangement is simply an illusion of a coat. A coat proper is always separate. However, why quibble about idioms while the world is at war?

Yet the separate coat is a convenience. The one-piece gown, which an actress patron of mine terms "the slip easy," is of incalculable convenience. But one may not think of convenience to the exclusion of all other considerations in dress. For instance, there is the matter of service. A suit is the most durable of known attire. It has the quality of nearly unlimited endurance. It withstands the elements far better than does a clinging, indoor frock. It behooves every woman who has regard for her appearance to possess one good walking suit.

Many charming street costumes are being made of velvet this season. Velvet is universally becoming, and a good quality of it is far more serviceable than is supposed. When soiled it can be freshened by the wearer, her maid or a dry cleaner at no greater outlay than a steaming teakettle and a moderate draught upon the patience.

I have known a good velvet gown to be worn four seasons, being freshened by application to the teakettle and by the process of elimination and addition in trimming.

Magnificent Selection
of
PIANOS
GRANDS AND UPRIGHTS
at
ROBINSON'S

BRINSMEAD
BROADWOOD
CHAPPELL
COLLARD
CHALLEN
STROHMENGER
HAMILTON
ELLINGTON
etc, etc.

The Autopiano (player-piano)

Owing to the exceptional exchange, greatly reduced prices. Easy terms can be arranged to suit your convenience.

THE SOLE AGENTS
THE ROBINSON PIANO CO., LTD.

Re-Enter The Bustle—But With Camouflage

There are modes and there are experiments. Sometimes the experiments develop into modes, and of course all changes in fashions are experimental, but nowadays fashions are more a matter of logic than of experiment. The day of startling and radical changes in dress seems to be past, and one season lays the foundation for the next season's fashions.

All of which makes smart dressing an easier proposition than it was when Parisian autocrats settled matters after a Simon says thumbs up, thumbs down method; but one must be able to read signs and portents in order to keep abreast of changing modes, even now when the changes are gradual and logical.

And every season does still bring forth its experiments, its freakishness. Often an audacious experiment at which conservatives jeer leads to an innovation that might have seemed radical if it were not so denatured by comparison with its original version.

Consider the bustle, for example. Some designers are insistent in urging its charms. One groans at the idea of reviving such a monstrosity, groans even more deeply at the more radical specimens of the revived mode, and then having been confronted by an appalling vision one regards a mild bustle drapery as a reprieve, a welcome compromise, a thing deserving approval.

There are a good many of these bustle draperies throughout the autumn showing of new frocks. In their best phases they are but tucked up drapery in soft back breadths, the puff produced by the tucking up process falling almost flat and suggesting only the ghost of a bustle. The upward sweep of line, the drawing back and narrowing of the front are the important things other than any actual protuberance of bustle proper.

Well handled this conservative bustle line is piquant and attractive, and one sees it in quantities of simple little frocks built up of supple satin or velvet, but where there is one bustle frock there are a hundred exploiting straight lines, and the latter are too generally becoming and too graceful to be passed over for more eccentric novelties by a majority of women. The straight lines too have their extremes.

At its best the frock of the season, though approximately straight of silhouette, follows closely the lines of the uncorseted or loosely corseted figure, and so has its gracious curves. The material hugs the waist, but the waist is large and the line from narrow shoulder to narrow hip is not blocked out but is achieved by clinging folds of supple fabric.

The line toward the foot of the frock is narrow also. If there is a break in the shoulder straightness it is likely to be somewhere about the knees, not after the fashion of the melon skirt or the bowling pin skirt, but rather in the flare of a long tunic or of loosely flying panels.

Of panels the designers apparently cannot have enough. Plain panels, plaited panels, front panels, side panels, back panels, narrow panels, wide panels, all are shown, and the divided tunic effect obtained in this way is newer and more attractive than the long undivided tunic which had tremendous popularity only a few years ago.

Panels are easier to handle than drapery, and by giving them irregularity one can secure an original movement in a skirt line without breaking the narrowness and straightness of the silhouette.

The panelled skirt and the skilfully draped skirt have first place, but there are plenty of severely straight skirts, fulled a little or plaited, and the straight chemise or smock tunic has not been entirely discarded, though most of the frocks are drawn in about the waist.

A straight yet slightly clinging ungridled smock or chemise of softest velvet over a narrow plain or plaited skirt of satin is shown by several good houses, and when cleverly made and becomingly worn is a very picturesque affair, but it is not for every wearer.

The problem of making the new skirt modishly narrow at the hem without sacrificing the wearer's comfort has evidently exercised the brains of the designers considerably, and some of the solutions are interesting. One house sends out a number of admirable models whose very narrow underskirts are left open from hem to knee at the back, but one side is folded across the other so far that the opening is not apparent even when the overhanging overskirt panel is in any way drawn aside and the wearer takes an extraordinarily long step. If there is danger of the two sides separating to show the opening a petticoat in the color of the frock will save the day.

With evening frocks the narrow bottom is often obtained by a clinging swirl of drapery narrowing from hips to ankles and perhaps wandering off at last in some snaky wisp of train. The line at bottom is very irregular and some softly transparent or semi-transparent underskirt may fill in the omissions; or if this irregular line does not ascend too startlingly high in any place silk stockings may assume the responsibility shirked by the skirt.

This type of skirt is specially emphasised in the handsome brocades of which most of the formal evening frocks are fashioned. For there are costly and formal evening frocks in the collections from all of the authoritative makers, though this type of frock is less emphasised than usual—is, indeed, the exception.

Both manufacturers and dressmakers have been much in the air as regards the dress probabilities of the season and are still feeling their way carefully. The entire situation is curious and interesting, and just how it will work out from the trade point of view remains to be seen.

At the very beginning of the season women seemed extremely indifferent. The merchants and dressmakers, sensitive to the indifference, became indifferent to the lures of the manufacturers, and the tension was felt all along the line.

There is an unusually strong demand for handsome afternoon frocks that may at a pinch do duty for informal evening wear, but there is an increasing demand too for evening frocks—not the gorgeous, very decollete evening frock in evidence in years when no war cloud shadowed the social season, but simple little frocks that the sisters and sweethearts and brides of the soldier boys can appropriately wear for the informal dances and entertainments round about the army camps or when the soldier has his days of leave.

"Come along and bring your prettiest duds," said one elderly and war wise commanding officer to a group of the aforesaid sisters and sweethearts and wives who were being left behind. "Do the boys' nerves good to forget camp and war when they have a few hours off, and be frivolous."

The trousseaux of the brides who have married soldiers have given a very noticeable fillip to the dressmaking trade during the late summer and early fall Weddings have come thick and fast, and while they have as a rule been much more simple than they would have been under other circumstances and the trousseaux also have been unusually simple, a girl really must have some pretty wedding clothes even though she is married in the midst of war's alarms.

Some of the prettiest and most practical of the evening frocks are straight, clinging little models of very supple velvet, quite untrimmed save perhaps for a flower or ornament somewhere about the bodice. Adorable frocks these are in bright soft colors, coral, rose, American Beauty, celestial blue, apple green and orchid.

For wearers not too youthful similar models in darker tones, deep purple, aubergine, sapphire and black, are successful, the decolletage and sleevelessness or mere floating wisps of tulle sleeves giving the models a festive air despite their dark hues and simple lines.

These frocks are short for dancing if their owners choose to dance, but there are trained frocks whose trains can be cleverly tucked up and fastened without spoiling the skirt lines when the wearer wants to dance.

The evening frock high in the back and decollete only in front is featured in all collections and is to be worn with a hat for restaurant dinners, etc., or without the hat for informal evening social functions. To be sure, the built up back of the bodice is often of nothing more substantial than one layer of tulle or chiffon, but it does make a tremendous difference in the character of the frock.

Medium blues, alone or with sheer black, are often used for the informal evening frock, and there are quantities of black tulle frocks jet brightened.

But when all the tale is told the evening frock is of far less consequence than usual among both imported and domestic models. There has been too much uncertainty as to the demand for evening dress, and designers have turned to day dress with surer touch. Even where the French houses showed plenty of evening models the American buyers bought warily.

Indeed these American buyers bought warily all along the line. Comparatively few of them went over. A correspondent wrote us at the time of the Paris openings that there were only twenty-six American buyers in evidence and that altogether they did not buy more than four or five hundred models. Whether these figures are accurate or not, it is surely true that those who braved the dangers and made the trip bought far less than usual.

The reasons given differ. Some of the returned pilgrims say that most of the French houses had felt doubtful about the American buyers coming and knew there would be few European buyers, and consequently hung fire in preparing for openings, and in the end showed collections far below the old standards. Other buyers say that the showing was good, but confess frankly that they did not dare to buy heavily because trade and social conditions were too uncertain here to justify bringing over the usual large consignments.

Wraps and coats for evening wear, while often gorgeous, are of a rather practical order, being made in many cases of handsome brocades in dark color and metal, with trimmings of dark fur. Thee are many beautiful evening coats too, in medium toned and rich, dark velvets, fur trimmed.

The models are frequently on the cape order, with some arrangement for slipping the arms through openings in the drapery, and cape arrangements of all kinds are still, good clever cape coats and wraps being offered for daytime wear as well as for evening.

One handsome model was in beaver color wool velours, heavily trimmed in nutria, and in the same collection was an extraordinarily good looking taupe cape coat of fleecy velvet finish wool with moleskin forming almost the entire cape section and an effective waistcoat.

Handsome draped capes and mantles, with deep shoulder yokes of plain velvet and wonderful brocades in many colors forming the drapery below, are among the importations, and there are numerous models in brocade and plain stuffs cut on lines more or less Chinese, and with big collars and sometimes other trimming of fur.

The plain satins are favored for afternoon coats rather than for evening models, and many good looking long models in black satin are offered, some of the smartest having the quilting that was launched last season as trimming. These satin coats are warmly wadded and usually fur trimmed, though occasionally one finds a chic model whose large roll collar or cache nez is of the satin rather than of fur.

Some New Collars

Any one who wants high collars may have them. The designers of frocks and neckwear have seen to that; but they evidently have been convinced that only the exceptional woman would sacrifice her comfort to a choker collar, for where there is one high collar there are a hundred low models.

Such delightful low collars, too! The roll collar with deep points in front is a favorite and newer than any of the many versions of the sailor shape. It is more becoming and suitable for any one save the young things too. No woman past her early twenties ought to wear a sailor collar, though many a grandmother does.

The popularity of square cut blouse and frock necks has brought out a host of dainty collars in satin, Georgette, organdy, muslin, what you will, shaped for wearing with these square necks, rolling at the back and down the sides, but leaving the neck line across the front uncollared. Sometimes a little tucker or chemisette to match the collar is provided.

The fine net collar and cuff sets tucked crosswise with a couple of inches left untucked and frilly on the outer edge are particularly popular and practical, and where a little more elegance or individuality is desired such collars and cuffs may be bordered by a straight edge lace or a lace insertion of some effective sort.

Rather narrow collars of white organdy or linon finished in big shallow scallops very narrowly bound in color are worn with square necks too and have cuffs to match whose scalloped sections ripple a little above a close fitting band.

New plaited collars of fine muslin have deep, hemstitched plaiting falling from a high, close neckband and fasten in front with little narrow ties of the hemstitched muslin, rounded on the ends. The cuffs have no plaiting, but are merely bands like the ties to be drawn around the frock sleeve at the wrist and tied in crisp little bows.

The high lace or net stocks and jabots are no longer a novelty, but are more numerous and varied than ever, and there are many high models in embroidered linon with cravat and jabot or yokelike sections, but few of these are really practical and becoming.

The bib collar cut out in square or shallow round neck line falling deeply over the bodice or blouse front and narrower over the shoulders and round the back is shown in some attractive variations and the chemisettes both low necked and high necked, are legion.

Never were these as pretty as they are now. They come in tinted organdy, in white organdy, narrowly frilled along its edges, in picot edged, colored organdy, in net embroidered and lace trimmed, in lace, in white or flesh or ivory color satin or crepe.

And when one leaves the field of collars and cuff sets and chemisettes there are quantities of new things in neckwear, some of them absurd, some of them charming. There are those straight bands like dog collars, but made of flesh colored tulle delicately embroidered in the most minute of crystal beads—delightful things for softening the lines of a throat not beautiful.

Less ephemeral are cravats of tailless ermine, sometimes merely high close bands fastening with some little flower or other ornament, sometimes high close collars with tabs in front.

Velvet ruches in taupe, brown, black and dark blue standing in high platings around the ears and chin and lying out over the shoulders have one end finished by a short pointed scarf of the velvet that may be thrown back over the shoulder, revealing a lining of bright color, or they may fasten with narrow strings of the velvet finished on the ends by balls of fur.

A high, wrinkled, tight fitting stock of black satin has a small flaring collar of ermine at its top and tabs of the satin banded with ermine falling from its front.

Scarfs and draped cache nez collars of various kinds are shown in many materials—velvet, satin, duvetyn, angora, &c. Some of the best looking are of black velvet lined with gray or beige or other color.

The scarfs are wide, swathing the shoulders and rising high about chin and ears. The top edge rolls over just a trifle to show the colored lining and one end passes through a wide slit in the other end, spreading out over the chest. A cluster of chenille fruits in several soft bright colors is posed where the scarf end is gathered into folds so that it may be passed through the slit.

Scarfs and collars of velvet finished woollen lined with contrasting satin and trimmed with wool embroidery or with applied flower of wool or chenille embroidered are liked, and angora collars high and close and widening out at bottom like little capes or yokes are fastened with chocheted buttons of chenille in several colors, while toques and sometimes muffs to match are made of the angora trimmed in chenille.

Autumn Styles ◎ By J. J. Montague

Khaki on the trolley cars, khaki on the street,
Khaki on the special cops that saunter down the beat;
Khaki on the college pal you haven't seen for years,
Turned up with a captain's bars, and sunburned nose and ears.
Khaki in the ball yard and theaters at night,
Looks as if your Uncle Sam was ready for the fight.

Kid that used to shine your shoes when you set out for town
Showed up Tuesday afternoon rigged in khaki brown.
Corp'ral's chevrons on his arm, steeping proud and high,
Pretty sure he's going to be a sergeant by and by.
No more shining shoes for him, he has got his chance,
And pretty soon we'll hear from him, over there in France.

Khaki tents among the trees on many a grassy hill,
Gleaming in the camp fire's glow, when the dusk falls still.
Khaki sentinels on guard, and all the stars look down
On khaki roofs that shelter boys all wearing khaki brown.
And there are millions more at home who wait the chance to wear
The khaki that will carry on the colors over there.

NURSERY BABY BALANCE

For weighing baby at home and for many household purposes.

Weighs up to 15 lbs.

Please note: Our Personal Weighing Machine is at your service any time during business hours, free of charge.

MACTAVISH AND CO., LTD.

Chemists: opposite the Garden Bridge, Shanghai.

We Can Save Money For You

Four million families all over the world supply their needs from us. Why not investigate our methods and our goods and let us save money for you, too?

Let us send you free a copy of our Big Catalogue which illustrates and quotes prices on over 100,000 articles to eat, wear and use in the home, farm, office and shop.

Wholesale Prices Direct to You

You will find our prices much lower than the usual retail prices. They are nearly always as low as the wholesale prices which your dealer pays. Our tremendous volume of business enables us to command the lowest possible prices from manufacturers. In addition, we have our own factories in many lines, so that we eliminate nearly all middlemen's profits. In most cases we secure freight rates as low, or lower, than local dealers pay. So no matter where you live you can save money by dealing with us.

Groceries

Let us send you free a copy of our Grocery List published every sixty days. You will find many suggestions of good things to eat You will be pleased by our low prices.

Our Service to Missionaries

We furnish supplies for hundreds of missionaries both at home and abroad. They, and their boards, find we give greater variety, better value, lower freight rates, prompt shipments and guaranty of safe delivery. We include with their orders packages and boxes sent in to us by friends and other merchants.

We Save You on Freight

Montgomery Ward & Co. is the only firm in the United States having a sufficient volume of trans-Pacific business to ship a full carload of 30,000 pounds every other day.

On shipments to the Orient we enjoy a low carload export rate which is entirely on a weight basis. This low rate covers both rail and ocean haul from Chicago to Yokohama, Kobe, Moji, Nagasaki, Shanghai, Hongkong, and Manila, the distributing points of the Far East. By way of these tran-shipping points we, here in Chicago, can take out through bills of lading to practically all the ports of the Far East.

By of us and get the benefit of this rate."

Consult our Catalogue

It is sent free upon request to our home office, or it may be obtained upon personal application from T. B. Tolman, 911 Urbiztondo, Manila, or Wells Fargo & Co., 8 Kiukiang Road, Shanghai.

Maynard D. Howell, Export Manager

MONTGOMERY WARD & CO.

Chicago U. S. A

"V" MODES

NO. 20 NANKING ROAD

3rd Floor

Trouseaux designed and carried out to suit individual requirements. Blouses, Lingerie, Gowns. Children's Coats and Frocks.

15520

La Vogue has —

The stocks and equipment to serve;
The willingness to serve well.

The most comprehensive selection in Shanghai of the LATEST FASHIONS

"If the possession of wealth has to be proved to the world, it could not be proved in a more charming way than in the costumes of women."

FURS A SPECIALITY

La Vogue

"THE HOUSE OF GUARANTEED SATISFACTION"

46 Nanking Road 46

New Things Every Woman Ought to Know

Mineral Foods Your Body Needs

By Harvey W. Wiley, M.D.

The Famous Authority on Pure Food, Sanitation and Health.

THE two most important mineral foods, from the point of view of growth, are phosphorus and lime.

The phosphorus in foods exists largely in two forms. First, there is organic phosphorus, which is found in large quantities in the yolk of eggs and in the germs of cereals. In these cases the phosphorus exists very largely in the form of a compound known as lecithin, which apparently is the ideal source of phosphorus for nutritive purpose, although, as combined in lecithins, phosphorus is hardly to be considered a mineral, because it exists in organic combination.

While it is true, doubtless, that pure, inorganic phosphorus in the form of mineral salts may be assimilated, there is little doubt that its most favorable form for nutritive purposes is in an organic combination of the kind mentioned.

The phosphorus which enters the body has a double fate. The part of it necessary for restoring waste and building new tissues is abstracted from the blood-stream and assimilated by the tissues to which it belongs. Any excess of phosphorus in the food would be excreted. In the second place, the phosphorus which has performed its function in the human economy is forced back into the blood-stream and, separated therefrom chiefly by the kidneys, appears in the urine.

Another mineral constituent is lime. Lime is carried in all whole foods of a vegetable origin, and is also a universal constituent of drinking waters—other than rain or distilled. It is probably supplied in a very much larger degree than is necessary for its biological purposes.

Lime is one of the most valuable constituents of milk, being combined chiefly with citric acid—the acid of citrus fruits. It therefore rarely becomes necessary to administer lime as a food in excess of the quantity normally obtained.

Sulphur is another very important mineral nutrient, but apparently it is utilized solely in organic combination. About one per cent of proteins consists of sulphur, and this is supplied abundantly in both vegetable and animal forms.

Iron is one of the mineral elements of the body which has a peculiar function, acknowledged by most physiologists, in relation to the oxidations which take place in the body. Iron compounds are well known carriers of oxygen, and some physiologists maintain that iron is one of the materials indispensable to the correct functioning of all the organs.

©Photo by Clinedinst Studio, Wash. D.C.

Dr. Wiley in His Laboratory.

Dr. Wiley's Question Box

MY husband is in a sanitarium receiving treatment for acute appendicitis. What ought I to give him to eat when he gets home?—MRS. C.

The physician who has charge of your husband should give him the diet he is to use when he returns home. Inasmuch as he is trying to avoid the necessity for an operation it is highly important that the physician's advice be followed. I would not like to take the responsibility on my own shoulders. In case the doctor does not give him a diet list, I advise the simplest possible foods. He should have an abundance of milk and, to help his constipation, whole wheat bread, fruits and succulent vegetables should also not be neglected. All pasteries, confections, desserts, sweet meats, cakes and candies should be strictly avoided. Tea, coffee, tobacco and alcohol should be rigidly excluded.

IS strong ammonia a safe remedy for superfluous hair?—MRS. J. L.

Strong ammonia has a caustic effect upon the scalp. It does not dissolve hair so readily as caustic soda or caustic potash. Used in sufficient strength to destroy the hair would prove excessively injurious to the skin and would seriously interfere with breathing. Do not put strong ammonia upon the hair

PLEASE advise me what to do to get rid of superfluous flesh around my waist. R. D. S.

Eat sparingly of cereals and fats. Eat generously of fruits and succulent vegetables. Eat lean meat, eggs and legumes in moderation. Exclude all sweets, candies, confections, creams and desserts. Go hungry from each meal.

CAN you suggest any diet that will relieve the "tired feeling" I have had ever since my stroke of paralysis?—MRS. F.

I regret that I cannot suuggest anything to relieve you of that tired feeling. It is due to the trouble which caused your paralysis. You doubtless have high blood pressure and should exercise only in the most gentle way. You should eliminate meats and eggs from your diet. Eat sparingly and chiefly fruits and succulent vegetables.

DO you think drinking a great deal of water every day a good remedy for indigestion and constipation? L. C.

Drinking a great deal of water may sometimes be very harmful instead of helpful. I advise you to eat a coarse, wholesome diet, consisting of whole wheat or other cereals, fruits and succulent vegetables. Among fruits, prunes are especially valuable for constipation. Eat very little meat. Do not drink coffee, tea or alcohol. Massage the abdomen, gently, but firmly, beginning in the right side of the abdomen, working upward, across the abdomen and down the left side. Take as much exercise as possible, a morning bath, and sleep on a porch, if possible. A fast one day in the week will give your stomach a much needed rest.

DO you think a swim twice a day too much for a young man of sixteen who has a tendency to be thin? —W.

Swimming is a fine exercise. You should be glad that you are thin, as thinness, if not too pronounced, is an aid to efficiency, good health and long life. The number of times you go swimming depends on the temperature of the water and on how long you remain therein. I should think that one good swim a day would be enough.

SHOULD one who is trying to reduce eat olives, pears, beets, gluten bread, peaches and milk?—FLORENCE K.

Olives, pears and beets are not fattening. Gluten bread is advisable when one wishes to reduce weight or avoid diabetes. Peaches and milk are not harmful, but should not be eaten in very large quantities, if one wishes to reduce weight.

IS there any danger in eating fruits and vegetables that have been sprayed with cyanide of potassium and arsenate of lead?—E. L. G.

Cyanide of potassium is a deadly poison. In so far as I know it is never used for spraying vegetables or fruits. There is danger in the use of arsenate of lead. Arsenate of lead is also a violent poison. When used as a spray on fruits or vegetables the greatest care should be taken that every trace of the spray be removed before eating.

WILL eating lots of lemons help me to reduce?—H.

I do not think it advisable to eat very extensively of lemons. A little diluted lemon juice is wholesome. Too much of it would probably reduce weight by interfering with the functions of the stomach. Eat moderately of cereals and fats, generously of fruits and succulent vegetables and very, very sparingly of lean meats, peas and beans. Fast one day each week and always leave the table hungry.

This is the Law

By a member of the New York Bar.

LAST June my sister-in-law left her baby in my care and then disappeared, sending me a letter stating that I could keep the baby. Since then we have received no word from her, and all the expenses of raising the child have been defrayed by me. Can she claim the child or can I adopt it? I am twenty years old.—MRS. F. DU B. (New York)

Only an adult can legally adopt an infant in New York. When you are twenty-one years old you might apply to the Surrogate of New York County, but it would be advisable to engage a lawyer to prepare the application for you, as various consents must be secured and the petition must be prepared in a formal way.

WHEN I was ten years old a relative left my mother's children five thousand pounds (English money), my mother to receive the interest so long as she lived, and at her death the money to be divided among her children. My mother lived until I was forty-two, by which time I was married and the father of six children. When I received my share of the estate I invested it in river front property. Can I dispose of this property without my wife's signature?—E. J. B. F. (Bayonne, N. J.).

You do not state where the property is located, but under the law of New Jersey and in most other jurisdictions, your wife would have an inchoate right of dower in the property and it would be necessary for her to join in the deed in order for you to convey a clear title to the property.

KINDLY inform me whether a man under the influence of liquor can be held liable for signing a bond which he would not have signed if sober.—M. V. C. (Jersey City, N. J.).

Contracts, including bonds, made by individuals in such a state of intoxication that they are deprived of their understanding are unenforceable if intoxication is set up as a defense; but partial intoxication which may affect an individual's judgment and induce him to act in a way which he might not have done had he been sober, but it is not so complete as to deprive him temporarily of his reason does not constitute a defense to such an action.

MY mother is my father's second wife. My father had sons by his first wife. What relation are they to me?—H. K. L.

They are brothers of the half-blood.

KINDLY advise whether the marriage law of Wisconsin require a residence there in order to procure a license. Also as to Indiana and Illinois.—MISS A. K.

Residence is not required in any of these states in order to procure a marriage license. In both Wisconsin and Illinois it is expressly provided that a marriage of a non-resident shall be void if it would be void under the laws of the state in which the parties reside.

PLEASE let me know whether a collection agency can compel me to pay several dollars in excess of the amount of a bill I owed and which has been almost paid in small weekly payments. I am willing to pay the entire bill, but cannot see why I should pay a large amount in addition, when the only expense incurred have been for postage.—READER.

If you are willing to pay the etnire amount of the original debt with interest and will make a tender of that amount to the collecting agency or your creditor, you cannot be held liable for any additional items for costs or expenses unless suit has been entered against you, in which even you would have to pay the fixed court fees in addition. If no suit has been entered, the proper thing for you to do is to tender the amount due, with interest

You Might Try

For Varnish Stains.

WET with alcohol or turpentine and allow to stand a few minutes. Then wet again and sponge off with a clean cloth.

To Remove Ink Stains.

APPLY a few drops of oxalic acid, following it with a few drops of Javelle water and rinsing quickly with boiling water.

For Grease Stains.

GREASE stains can be removed from furniture with the aid of naptha applied with a clean, white cloth.

For Grass Stains.

FOR white material try rubbing with molasses, letting stand a few minutes and washing out in warm water. For colored material use alcohol.

For a Marred Table Top.

EIGHT parts of boiled linseed oil, mixed with one part alcohol and applied several times daily with a soft clean flannel cloth will usually remove the marks left by tumblers and cups on a walnut or oak table.

Making Your Housework Easier

By Mrs. Christine Frederick

The Distinguished Household Efficiency Expert.

PLEASE tell me where I can get the books "Cooking for Two" and "The Boston Cooking School Cook Book" and the price of each. H. A. W.

Both are published by Little, Brown & Co., of Boston, and they retail for $1.50 and $1.80, respectively. Any bookseller will order them for you if he does not have them in stock.

MY garbage can gets so unsanitary. What can you suggest?—MRS. K. C.

If you have just the regular can, place a paper bag (specially parafined) in the can before putting in garbage. Drain waste as dry as possible before putting into the can. There is also an excellent can on the market which has a foot pedal that opens the can so that it need not be touched by the hands. When the lid is raised a quantity of disinfectant falls into the can thus automatically rendering the can odorless. This is a great improvement over the ordinary type. The can comes in one household size. It resembles the sanitary can used in doctors' offices. It is white enameled, mounted on high legs and is a valuable addition to any kitchen.

TELL me more about solid alcohol and its uses.—MRS. J. M.

Solid alcohol can be used for any cooking purposes for which liquid denatured alcohol is used. Its chief advantage is that it does not spill and can therefore be more easily used at picnics, as well as on the teatable or in the nursery. It comes in small cans of different sizes.

DO you recommend a kitchen table covered with oilcloth?—MRS. D. A.

Most certainly not, unless it is strictly an eating table. Oilcloth scorches with any hot pan, which also sticks to it, and it spots and mars most easily. Much better to use a plain maple top or a steel top, which will give years of permanent service and which can be kept in a most sanitary condition.

CAN you tell me of some new way to bake beans? MRS. R. E. F.

Have you ever tried the so-called "Spanish Beans"? Soak two cupfuls of dried beans over night, then boil them until tender. Boil three sweet red peppers and put them through a sieve. Fry three slices of bacon until brown, then add the pepper pulp and one green pepper, minced fine, and one shredded onion. Then add the beans, some juice, a little salt and grated cheese and bake in oven a few moments.

I AM frequently annoyed by ants, especially around the sugar bowls. What shall I do to get rid of them?—MRS. T. U.

To trap ants use small sponges of sweetened water, place in saucers. When full of ants immerse the sponge in boiling water and re-bait. Use camphor any place where there is no food, as on the floor of the pantry or back of the shelves. Try the new sanitary sugar bowl of glass with automatic dispensing top which pours out only one teaspoonful at a time. It is absolutely ant and fly proof and excellent for Summer use.

WHAT do you mean by ripening ice cream? MISS C. F.

This term is used of the plan of allowing the cream to stand five or six hours before using. The dasher should first be removed, the cream packed down with a spoon and the tub filled with the fresh ice and salt. This "ripening" hardens the cream and gives it a better flavor.

I WANT to get a new top for a kitchen table. What material do you advise?—MRS. A. W.

That depends somewhat on the use you are going to make of it. For a pastry table or one on which foods are to be prepared, a top of enameled iron is excellent. Such tops can be bought in different sizes and can be put on any old table. If it is a table to stand near the stove to receive hot pots, etc., get either an entire steel table or one with a steel or a nickelene top. This resists any amount of heat and gives years of wear. Never be tempted to buy a vitrious glass top, which will crack after a short period of use. Avoid using lemons and other acids on the enameled topped table.

WHICH jars do you recommend for preserving? MRS. T. L.

Choose either the jar having a glass top and rubber with a snap spring fastening of which there are several on the market, or the jar with metal cap having a composition rubber in the cap itself. The old "Mason" jar is not used now. Choose a very wide mouth jar for easy canning.

I LIKE French fried potatoes, but they seem to make so much smoke.—MRS J. R.

The unpleasant smoking is due to the fact that you allow the lard to get too hot. It is not necessary to do this. Test the fat by putting in an inch cube of potato, to see if it becomes evenly browned at once. Try vegetable oils for deep fat frying, as they smoke less than the animal products.

WHEN grating nutmegs I always skin my fingers. Is there any way of preventing this? MRS. L. A.

You should look on the housefurnishings counter for a small perforated wheel mounted on a handle. The nutmeg is placed in a small depression and as the wheel revolves it grates the nutmeg. The device is held in one hand while the wheel is turned with the other and entirely avoids any scraping of the fingers.

WHAT are coddled eggs? MRS. K. B.

This term is used of eggs in the shell which are dropped into boiling water, which is then instantly taken from the fire without cooking. The eggs are allowed to remain in the water as it cools, thus rendering the albumen jelly-like. They are particularly good for children.

Economical Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, a member of the faculty of the Barnard School of Household Arts.

MONDAY.	TUESDAY.	WEDNESDAY.
Breakfast	*Breakfast*	*Breakfast*
Baked Apples	Stewed Pears	Cornmeal Mush Top Milk
Rolled Oats Top Milk	Oatmeal	Broiled Tomatoes
Toast	Rolls	Rolls Cocoa
Coffee	Coffee	*Lunch*
Lunch	*Lunch*	Boiled Rice with Raisins
Soup	Fried Oysters Cabbage Salad	Top Milk
(left-over meat and vegetables)	Cottage Cheese	Nut Bread and Cottage
Bread and Peanut Butter	Rolls	Cheese Sandwiches
Prunes Stewed with	Tea	Tea
Slice of Lemon	*Dinner*	*Dinner*
Tea	Boiled Corned Beef	Cold Corned Beef (sliced thin)
Dinner	Turnip Balls	Potatoes au Gratin
Fire Island Stew	Creamed Cabbage	Buttered Beets
Dressed Lettuce	Baked Indian Pudding	Dressed Lettuce
Grecian Rice Pudding	Whipped Cream	Peach Cornstarch Pudding
Coffee	Small Cups Coffee	Half Cups Coffee

THURSDAY.	FRIDAY.	SATURDAY.	SUNDAY.
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*
Cereal Molded with Dates	Stewed Prunes	Sliced Bananas Top Milk	Grapes
Top Milk	Oatmeal Top Milk	Oatmeal	Broiled Bacon Crisps
Eggs Cooked in Shell	Toast Cereal Coffee	Dry Toast	Cereal Muffins
Whole Wheat Toast	*Lunch*	Cocoa	Coffee Milk
Coffee	Stewed Beans	*Lunch*	*Dinner*
Lunch	Toasted French Bread	Cream Toast	Roast Beef Brown Gravy
Corn Custard	Wafers	with Beaten Egg	Boiled Rice Cauliflower
Oatmeal Biscuits	Tea	Stewed Apples	Tomato Salad
Baked Apples	*Dinner*	Tea Milk	Cottage Pudding
Tea Milk	Cream of Celery Soup	*Dinner*	Creamy Sauce
Dinner	(left-over celery)	Broiled Hamburg Steak	Half Cups Coffee
Boston Roast Tomato Sauce	Scalloped Fish (Cod, Haddock,	Baked Sweet Potatoes	*Supper*
Squash	Tile or Halibut)	Lettuce Salad	Macaroni Rarebit Toast
Lettuce and Celery Salad	Boiled Potatoes	Apple Tapioca Custard	Sliced Peaches Top Milk
Cup Custards	Lemon Jelly, Custard Sauce	Favorite Sauce	Mock Angel Cake
Coffee	Half Cups Coffee	Half Cups Coffee	Tea

Good To Eat

VANILLA WAFERS.

CREAM one-third cup butter and lard in equal proportions. Add one cup sugar gradually, one egg well beaten, one-quarter cup milk and two teaspoons vanilla. Mix and sift one pint flour with two teaspoons baking powder and one-half teaspoon salt. Add gradually to first mixture. Mix thoroughly. Toss about one-quarter of mixture on a floured board and roll as thin as possible. Shape with small cutters, first dipped in flour. Bake in a moderate oven.

FAVORITE PICKLES.

CHOP four quarts (measured after chopping) green tomatoes. Add three-quarters cup salt, let stand twenty-four hours and then drain. Add two teaspoons pepper, three teaspoons mustard, three teaspoons cinnamon, three teaspoons allspice, three teaspoons cloves and one-half cup white mustard seed to two quarts vinegar and bring to boiling point. Add tomatoes, four sliced green peppers and two chopped onions. Bring to boiling point and cook about fifteen minutes. Store in sterilized stone jars and keep in a cool place.

Automobiles

SHANGHAI, SUNDAY, NOVEMBER 25, 1917

ELECTIRC VEHICLES GAINING IN ENGLAND

Gasoline Situation So Acute Even Coal Gas Is Used For Autos

In England the gasoline situation is so acute that coal gas—the sort that is burned for illumination—is now being used for propelling automobiles.

Imagine a Ford car equipped with four uprights supporting a platform, or top, carrying a flexible gas holder twelve feet long; the diameter, when fully inflated five feet, and filled with two hundred feet of gas costing twelve cents sufficient to run the car with five passengers seventeen miles over give-and take roads. Our Ford friend in its latest design, somewhat resembles a miniature "Zep."

The busses, so characteristic of English transportation (in 1913 they carried 750,000,000 people, ninety per cent as much as the electric tramways and sixty per cent more than the railroads) are reflecting the influence of the "Zeppelins," and more particularly the shortage of gasoline.

The Great Grimsby Street Tramways Company, Cleethorpes have fitted some of their fleet with flexible gas holders, holding 600 cubic feet and requiring twelve and one-half minutes to fill. These cars are of the Daimler make with 40 h.p. motors. No alteration to the carbureter was necessary, beyond fitting a butterfly valve in the air-in-take pipe, in order to enable the driver to regulate the air supply as required, and it was found that the best results are obtained with the valve nearly half closed.

Mr. White of the above Company, according to the London Commercial Motor, states that "the Daimler engine runs very smoothly on gas, accelerating with the same ease as when running on petrol (gasoline), and its pullingpowers with a full load, both on the level and on hills, are the same as when on petrol."

Experience with this vehicle has shown a reduction in fuel cost per mile run from 9 cents to 3 cents, with petrol at 52 cents per gallon and gas at 60 cents per 1,000 cubic feet.

It is reported that the Grimsby Company is so well satisfied with the results on coal gas, that it is quite possible this fuel will be retained in preference when the supply of petrol returns to normal. Mr. White reckons that petrol will have to fall to 14 cents a gallon, or a reduction of 271% from the prevailing cost, before he will be inclined to go back to it. The only disadvantage, to his mind, is the sacrifice of the top deck in order to allow the holder to be carried. He considers that with larger single deck bodies this difficulty will right itself.

Among the advantages in favor of gas, which strongly appeal to the Grimsby officials, are the following; (1) the engine keeps cleaner than with petrol, and the valves do not require grinding so frequently; (2) choked jets, punctured floats and other carbureter troubles, are eliminated; (3) the lubricating oil in the engine keeps in better condition and lasts longer.

There is one trouble with the gas holder—the fabric is sometimes worn by its catching sharp projections. This is particularly noticeable when the container is confined within the usual top deck guard. The additional rubbing surface rapidly impairs the container by wearing out the fabric.

Whereas England's supply of gasoline is dependent on her importations, the extensive deposits of coal allow unlimited quantities of electricity to be generated at a comparatively low cost, and this fuel as an economic means of motive power has been appreciated in England, especially since the beginning of the war. The Electric Vehicle Section, National Electric Light Association, has authoritative statistics showing that the number of electric vehicles in operation in England has increased 536% in the last three years. It remains to be seen whether this new type of bus will be able to compete with the "electric" which is giving ususually satisfactory and economic service in England.

A recent issue of the London Electrical Times states that "Everyone must have noticed the peace and quiet of the London streets during the last few days owing to the welcome absence of the nerve-racking petrol busses. This desirable state of things would be permanent, but without the inconvenience to travellers that is accompanying the present strike, if the petrol busses were replaced by "electrics. With clearer streets, by the way, one is able more closely to watch the remaining traffic, and we have been struck by the number of commercial (Electric) battery vehicles that is in evidence. The Midland Railway Company's electric vans seem to be here, there and everywhere, while those of J. Lyons and Company, Harrod's Stores, and Hay's Wharf, among others, are constantly being met with. In normal circumstances they seem to be swallowed up among the aggressive, noisy, and smelly petrol busses, but just now one is able to appreciate the extent to which electric vehicles are coming into use by business firms."

Fear Of Shortage In 'Gas' Belitt'ed

'Hoove' If You Must But Don't Worry Over Gasoline, Says Studebaker Man

"There isn't another man in the country more anxious to do his 'bit' and help Uncle Sam win this war than we motor car men" says a Studebaker agent, "but it does rile me considerably to read and listen to all this hysterical talk of gasoline conservation. 'Conservation' seems to be the watchword of the day now—everything is being Hooverised. Sure, it's a good thing to eliminate waste in our daily life and it must be done if we are going to win the war—but let's be sensible about it.

"The suggestion that motor car pleasure riding be discontinued or very largely curtailed, as a means of conserving the gasoline supply, is as ill-advised as it is indefensible. It comes from no course of authority, nor does it carry the weight of conviction. It is wholly in line with the now discredited, untenable tendency to place motor cars in the class of luxuries that can be dispened with.

"But don't misunderstand me. I heartily agree that this is the time of all times to use caution and moderation in all things. Careful use of gasoline most assuredly will tend to make available for war purposes, a most certain, if not inexhaustible supply. But there is nothing whatever in the present situation that warrants the belief that there will be a shortage of gasoline. The National Automobile Chamber of Commerce, an association of undisputed authority in all matters pertaining to the automobile, bears me out in this assertion.

"Incalculable harm can be done by creating a false impression in this direction. The reasonable use of a motor car is not an extravagance in any sense of the word. It is a part of the sane, healthful outdoor life of every community. To eliminte the motor car from the daily routine of the American family at this time would do more harm than good. When the situation becomes so strained, if it really does, that larger conservation of gasoline is necessary we doubtless shall be so advised by sources, the authority of which cannot be questioned. Up to this time we have had no such word from any such source."

Speeding Up Modern Business

The automob'le has exerted a tremondous influence on modern business, because it has effected a great saving in time in many different ways.

The question of transportation will always be an important one in business, for in the very nature of things the flow of business is outward, away from the common center. The orders must come in from an outside source and when the finished product is ready it must go back over the same ground to the delivery point.

In both these phases of business the automobile has proven itself to be indispensable, on account of its unlimited range of travel and its speed and ease of control. It is not confined to a certain route or routes, but goes from one point to another quickly and by the most direct road, at any time suitable to the driver.

For these reasons the automobile is particularly suited to the development of new territory and this is why so many concerns have adopted it in the selling end of their business as well as in the delivery service.

Buick cars, because of their stability, power and roadability, are much favored for this line of work, especially where the salesman's visits take him from city to village and from town to hamlet. Service of this kind involves travel over roads that are good, bad and worse, so that the prime requirement in a salesman's automobile is dependability.

Is city work the requirements are different, but no less exacting. Dependability is necessary, of course, but to it must be added the convenience of a reliable start'ng and lighting system and ease of handling in congested traffic.

Comfort is essential in all cases, a fact that is becoming more generally recognised than ever. A salesman who spends a great part of the day in his automobile should have a car with good cushions and a well-designed spring suspension, otherwise he will become so fatigued that his selling ability will be greatly impaired toward the end of the day.

On the other hand, if his automobile is built for comfort as well as service and is equipped with modern driving conveniences, he will derive a great deal of benefit from being out in the open and will be able to put his best efforts into his work.

This explains why so many concerns in so many different lines of business have furnished their salesmen with Buick cars, making them indefendent of time tables, rail routes and street cars.

Nearly twenty years of practical experience in designing and manufacturing automobiles has given to the Buick Motor Company a thorough knowledge of the requirements that make for dependable service, and these features are incorporated in all Buick models. The Valve-in-Head motor has been perfected to a high degree and receives the painstaking attention that is due to the most important mechanical feature of the chassis.

From radiator to axle, all Buick cars are manufactured in the Buick factories, where every detail of their construction is completed under the supervision of experienced officials and checked by a corps of competent inspectors.

In the state of California alone there are 250 firms using Buick cars in their sales organisations, which will give the reader a faint conception of the wide appeal the Buick has made to business institutions all over the country.

A complete list of these companies would be too long to print in this magazine, but the short list published on this page is interesting because of the varied character of business represented. There is scarcely a branch of human endeavor that is not benefited in some way through the use of Buick motor cars.

C.A.V.
CAR LIGHTING

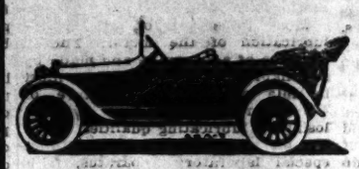
is right in front for efficiency and light-giving capacity and behind it stands the name of Vandervell. From the dynamo to the battery, the battery to the switchboard, the switchboard to the head lamps, side lamps, interior lamps, tail lamps, it is a thoroughly sound system; a system, too, which is equally suitable for every style and type of car.

SIMPLE :: SAFE :: CERTAIN

The Hall Mark for everything Electrical in connection with motoring is C.A.V.

There's a C.A.V. Set to suit your car. May we send you full particulars?

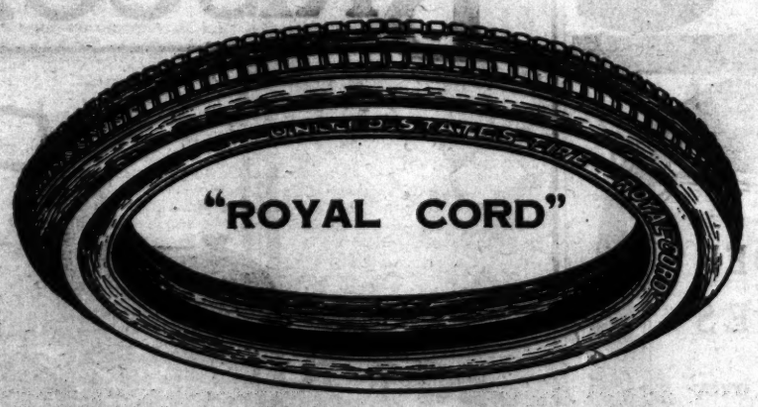
C. A. Vandervell & Co's LTD.,
Electrical Engineers, ACTON, LONDON, W. ENG.



FOR SALE
A
Large Number of
NEW AND SECOND-HAND CARS
at prices to suit everybody
LANDAULETTES, LIMOUSINES, ROADSTERS,
TOURING CARS, 2, 4, 6 AND 8 CYLINDERS,
of well-known
French, British and American makes.
TRIAL TRIPS MAY BE ARRANGED BY APPOINTMENT.

AUTO CASTLE 228, Avenue Joffre
(opposite French Fire Station) Tel. Central 402

"CHAIN" "NOBBY"



"USCO" "PLAIN"

We are now offering the complete line of the
UNITED STATES RUBBER EXPORT CO. OF NEW YORK
The Largest Manufacturers Of Rubber Goods In The World
This extensive line includes:

UNITED STATES TIRES
Both Pneumatic and Solid. "Plain" "Usco" "Chain" and "Nobby" Treads. "Royal Cord" Tires

MECHANICAL RUBBER GOODS
Belting, Hose, Packings, Moulded Specialities

DRUG SUNDRIES

FOOTWEAR: "Keds," Overshoes, Boots, "Rinex" Soles, Weatherproof Garments

EVERYTHING THAT IS MADE OF RUBBER

SAMPLES AND STOCKS

Andersen, Meyer & Co., Ltd.
4-5, Yuen Ming Yuen Road Telephone No. 778

"United States Tires Are Good Tires"

FIRESTONE TIRE AGENT SPENDS WEEK HERE

Mr. F. C. Allen, Representative In Far East, Discusses Automobile Situation

An American visitor of interest in the automobile world the last week was Mr. F. C. Allen, special representative in the Orient of the Firestone Fire and Rubber Company.

"I came here direct from Akron, Ohio, where the Firstone factory is located" said Mr. Allen. "The people of Ohio have nicknamed Akron 'the standing room only city,' and with good cause. The Firstone factory is working three shifts of eight hours each and has not the room nor the buildings to accommodate its workmen. So what beds there are, are let out in eight-hour installments.

"Firestone also has made arrangements to sell Liberty Bonds to its employes on time payments so that it will be possible for the lowest paid employe to own a Liberty Bond. Of the 13,000 employes, 11,000 are stockholders in the Firestone Company and plans are now on foot to make it possible for the employe to buy their own homes on the installment basis, the company advancing the money.

"There is also a million-dollar relief fund to be used exclusively for the help of the employes. This is in charge of R. Lee, manager of the welfare committee. This is not charity and the company does not consider it as such. It is purely and simply reciprocity and it pays. The Firestone Company did a business last year of seventy million dollars. Its check from the Ford factory alone in one month amounts to one million dollars."

When asked what had brought about the raise in the price of tires, Mr. Allen said: "I suppose I should blame it on the war, at that, but really the war has something to do with it. The principal reasons are that the cost of labor has gone up, the price of machinery has risen, also the price of power.

"The price of fabric has also gone up but this phase has not affected the Firestone Company to any marked degree, as we have our own fabric mills. This will probably surprise you and is contrary to common opinion, but the fact is that the price of rubber has not gone up so as to make any difference in the price of tires."

Price Manipulators, Take Warning

By Harvey E. Westgate

Though bacon costs six bits a pound, and soon may cost a dollar,
Though bread is now a "bit" a loaf, you never hear me holler;
Though hen fruit sells for sixty cents, and may go even higher,
Though grocers gouge me every day, I'm still a cheerful buyer.
But mark my word, and mark it well, though I may seem serene,
I'll throw a fit if oil men boost the price of gasoline.

Though butter prices take a leap, and I must go without,
Though hot dogs cost a quarter each, you'll never hear me shout,
Though shoes and clothes become so scarce that fig leaves must be worn,
Though Wall Street boosts the price of stocks, and likewise wheat and corn;
I'll stand it all, and never kick, providing my machine
Can still go tearin' down the road on low-priced gasoline.

Though wages fall and prices soar, and hard must be my lot,
Though landlords raise the price of rent, and make me move my cot;
Though panics put me on the bum, and things go all to smash,
Though cafe men charge double for a doubtful plate of hash;
I'll smile and be an optimist, and drive my old machine,
As long as no one tinkers with the price of gasoline.

PROPER LUBRICATION OF AUTO BRIEFLY DESCRIBED

By William H. Stewart, Jr.

There are many things about a car little understood, and therefore neglected, by the average driver. And the car seems to run, nevertheless. But one detail which must be understood, and simply must not be neglected, is lubrication. Most persons simply put some oil here and a little grease there, and let it go at that. It speaks well for the manufacturer that cars do not more quickly depreciate under such care, or the lack of it.

Most important of all is the lubrication of the motor. The oil must be of good grade and made by a reliable manufacturer. It must be able to stand a temperature of 400 degrees Fahrenheit without losing its lubricating qualities. Since the oil cannot be tested without special laboratory apparatus, it is evident one must rely upon the manufacturer. The only test one can apply is to experiment. If the motor losses power, the cylinders become carbonised, and the muffler clogged we know the oil is not a good one. Since this is an expensive test it is better to use a lubricant made by a reliable manufacturer, and, having found same, stick to it.

Another requirement is that the oil should have the right body, neither too light nor too heavy. The purpose being to lubricate the pistons and all the moving parts in the crank case, it is essential that it should reach everywhere. An important part is the top of the piston. Here the oil is subjected to the heat of the explosion, and if it becomes too thin it fails to lubricate properly and the cylinders lose power. Yet it must be thin enough to get by the lower rings and reach the top ones. If it remains too thick it will not reach the top, and again loss of power results. As the rings and cylinders wear it is easier for the oil to work up to the top of the piston, especially on the inlet stroke, when the suction draws it up. A heavier lubricant is needed for this condition. Many a person has discarded a good oil because it carbonised the motor not realising the mistake lay in using too light a grade. So choose an oil of the right body for your motor.

A good lubricant will burn without leaving any residue. It is filtered by the manufacturer to remove all free carbon, tar, asphalt, and other impurities. These give color to the oil, the rule being the deeper the color the more impurities it contains. Here again the only test one can apply is to see if it will carbonise the motor. If we keep the oil at the right level and choose the grade advised by the manufacturer and it persists in sooting the cylinders, then it must be discarded as unsuitable for the motor.

A very important requirement is that the oil should be free from chemicals, that is, chemically neutral. During the process of refining certain chemicals are used. These are supposed to be removed, as even a trace of free acid will etch the crank-shaft journals, soon causing ruin to the bearings.

Study your oiling system, study your oil, keep track of your mileage, compare notes with other motorists, and you will get best results.

Song Of The Motorist

By Florence Jones Hadley

O, everything's going criss-cross, so you say,
And the imps of perversity flout you,
And you sigh, as you come to the end of the day,
That the world would be better without you.

But here is a secret—'tis priceless, 'tis free—
That will change all the world, if you let it—
Just shut all your troubles behind lock and key,
Then into your car and forget it!

There's a road that winds east and a road that winds west,
And will lure you o'er hill and through hollow;
It will laugh as you bid your good car do its best,
Defying old Dull Care to follow.

Then, a fig for the burdens of dead yesterday,
If tomorrow bring trouble, then let it;
With a turn of the key shut your worry away;
Then into your car and forget it!

—*Buick Bulletin.*

They Even Hunt Lions In The Ubiquitous Ford

When that mighty hunter, King Asshur-izer-pal, of Assyria, returned from an expedition with an extra lion tail protruding from his game bag, he commanded the court chronicler to set up a monument in the palace yard at Nineveh, and thereon to record a likeness of the monarch in the royal hunting chariot, together with an account of his prowess. Forthwith the chariot builder ordered a load of bricks inscribed with a pertinent and timely business announcement for a selected list of prospects.

And the maker of the axles did likewise—and the tire builder.

The chariot and its royal passenger have long since crumbled into dust, and now evolution brings the light Ford as the proper vehicle for lion-stalking.

Hugh L. Williams and H. M. Jackson, of the Native Department, Gwelo, British South Africa, recently undertook a trip in a Ford car to the camp of the Native Commissioner, 140 miles distant. This outpost had never been reached by motor car despite several attempts. About 100 miles from Gwelo, the travelers came suddenly upon a pack of five lions, who blocked the trail at a distance of about fifty yards from the machine. The car was stopped—and from the seat Mr. Jackson fired at the lions, dropping three of them in as many successive shots. On being followed up, one charged the party, and Mr. Jackson discovered that his gun—an unfamiliar one—was empty. But when apparently about to spring the lion suddenly lost his nerve, turned tail and bolted.

THE GRIP THAT HOLDS

This Non-Skid Tread is built up high in the center where the wear comes. Therefore you get all your money out in actual service.

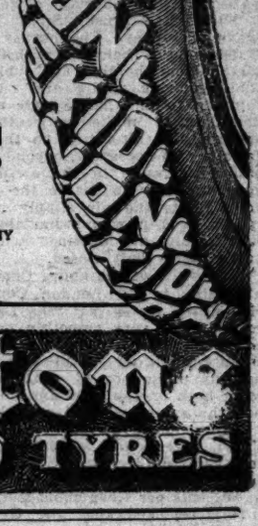
Right-angled against skid in any direction, this massive good measure tread affords maximum safety as well as multiplied mileage. And it takes the powerful Firestone body to sustain the bulk and strain of the Firestone Non-Skid Tread.

All this good measure building is part of the Universal Firestone Service for any demand. Firestone Tubes and Accessories also on hand.

Special FREE Service with Foreign Supervision.

SHANGHAI TYRE SERVICE STATION
18 Nanking Road Tel. 2239
J. R. HARVEY (Proprietor)

FIRESTONE TIRE AND RUBBER COMPANY
Akron, Ohio, U. S. A.
Write For Illustrated Literature



Firestone NON-SKID TYRES

Insure Your Motor-Car

with the

Java Sea and Fire Insurance Company
8b Kiukiang Road: Tel. 70
LIBERAL CONDITIONS AND MODERATE RATES

Ralph De Palma Bids Farewell to His Jinx

Detroit, October 17.—Ralph de Palma is the one automobile driver above all who has 'earned the right to the title of "Hard-luck King." The demon speed diver has lost more sensational races at the last moment than any driver known to automobile history.

For more than twelve years De Palma has been followed by a jinx. He firmly believes that had it not been for the hoodoo he would have won more than $100,000 in purses since he first began the racing game. De Palma thinks that the jinx first joined his training camp in 1908, when he was beaten out of a $15,000 purse through a mishap to his machine. Since then it has been with him every season.

"Recently at Indianapolis," said De Palma, "when it seemed almost certain that I would beat Oldfield, I lost control of my car and crashed through a fence. I came out unhurt, which led Barney to remark to me that perhaps I had succeeded in losing my hard-luck shadow.

"I figured up the other day and I've lost $116,000 in purses since 1908, just because I couldn't get away from the old jinx. In that year, at Savannah, Go., in the Grand Prix, I was leading with nine miles to go. The oil belt of my Fiat flew off and I had to quit. That cost me $15,000.

"The following year, in the National road race at Lowell, Massachusets I was leading by forty feet with eight miles to go when a connecting rod broke. Again, at Savannah, in the Grand Prix of 1910, I had a lead of two minutes, with only one lap to go, and a cylinder head blew off. Goodby to another $15,000.

"I was driving a Mercedes in the Vanderbilt cup race at Savannah in 1911 and leading by a minute on the last lap. I finished second because a broken gasoline line pushed me out of first place and $5,000. But the biggest piece of hard luck I ever had was at Indianapolis, in 1912, driving the same car. With a good lead and a lap and a half to go a connecting rod and my oil pump broke at the same time. I had to sit by and watch $27,000 get away from me, although I had a nine-minute margin when it happened.

"At the same place and year, in the Grand Priz, I had a two-mile lead when a broken valve made me pull out and watch $10,000 flit away. This year, in the Memorial Day sweepstakes at Cincinnati, I was about to pass the leader when a splinter from the track tore a hole in my radiator. That race was worth $12,500. July 4, at Chicago, I was loafing along in the lead when the generator burned out. It was a $12,500 fire. That's all."

HOW THE MAXWELL GOES

When the Western Motors Company of San Francisco signed a contract for 4,000 cars the Maxwell Motor Sales Corporation closed the fourth gigantic automobile contract within the month.

The other three big deals are:

With Harry Newman-Stratton Company of Chicago, 8,000 cars.

With John D. Williams Company, exporters, of New York, 7,500 cars.

With McKinney-Curtis Company of Fargo N. D., 3,000 cars.

KING

EIGHT CYLINDER AUTOMOBILES

In service the world over

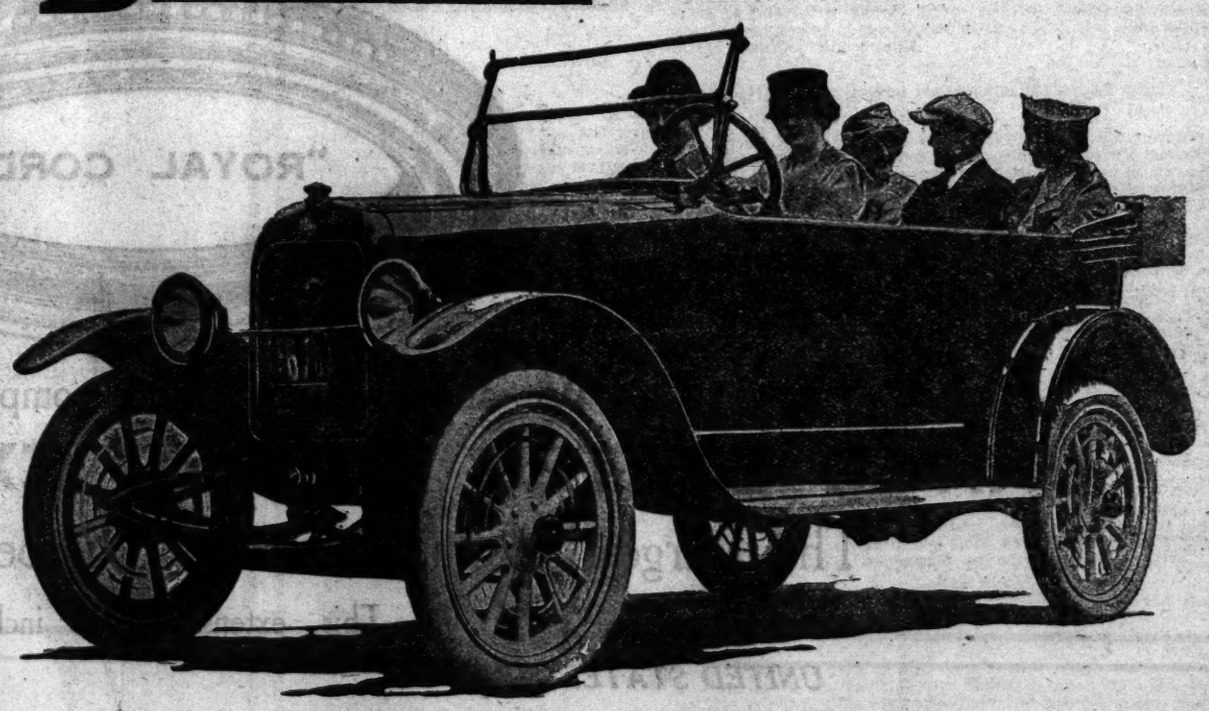
Tested by every climate and over all kinds of roads. Built by long established Company. Chassis recently adopted by United States Army and Marine Corps for armored cars. Powerful, durable, economical. Four luxurious models

7-Passenger Touring Car
4-Passenger Foursome
7-Passenger Sedan
3-Passenger Roadster

For prices and all information, apply to the
Exclusive Representatives for China
Arkell & Douglas, Inc.
38, Canton Road, Shanghai
Telephone Central 2002
KING MOTOR CAR COMPANY
Export Department
50 UNION SQUARE NEW YORK, U. S. A.

BRISCOE

THE CAR WITH THE HALF-MILLION DOLLAR MOTOR



Only two remaining from the last shipment

ONE 5-PASSENGER TOURING CAR *ONE FOUR-PASSENGER CLUB ROADSTER*

Prices in Gold or Taels

If-You-Try-It-You-Will-Buy-It

Free demonstration One year's guarantee

AUTO PALACE CO. or ARKELL & DOUGLAS, INC.

362, Avenue Joffre
elephone West 465

DISTRIBUTORS
38, Canton Road
Telephone, Central 2002

The Half-Million Dollar Motor

A Statement By The Head Of The Briscoe Company

By Benjamin Briscoe

It is safe to say that down in their hearts, everybody has a desire to own a real motor car—fully equipped and with every possible built-in refinement. They want beauty of line, genuine efficiency and sturdy, lasting qualities. They want a car that can be run economically, and that can be kept out of the repair shop. They want this car to carry pride of ownership, happiness of possession. The chief reason that people of moderate means don't own this kind of a car is because they haven't been able to buy one at a price that the average person can pay.

For a number of years, it has been my desire to give the men and women, the families of the United States, just such a car as this. I wanted to build that car so well, to make it so becautiful, so strong, yet light, so powerful and so economcal of upkeep that every obstacle in the way of the motor car enjoyment of the great army of American people would be overcome.

The accomplishment of this purpose presented a tremendous problem to me, but that problem has been solved. When I started, I would not have believed that the car of my dreams would be built around a Half-Million Dollar Motor. To carry out my plan I must live and work in an atmosphere of leisurely thoroughness. There was only one place that would suit my requirements. That place was Paris. So, in the Spring of 1912, accompanied by a number of my former associates, I sailed for the French capital.

There the story of the Half-Million Dollar Motor started. It was produced in Paris, entirely in the French way—slowly, carefully and without regard for cost. Time was not considered. There were no instructions marked "Rush." Frenchmen cannot be hired to work that way. If they could, it was not my intention to crowd them. My thought was just the opposite.

Not only did I wish to work in the slow and studied manner of the old world and in the creative environment of Paris, but I wanted to combine the scientific knowledge of foreign motor car engineers with the facility of production methods in the United States. Once I had the complete model, it would be easy enough to make standard parts in great numbers in America, to be assembled abroad so that the finished cars could be distributed in Europe. This happy combination would insure a quality car at a very attractive price. My idea was to operate the principal factory in this country, and to also conduct a braneh in France.

Paris is motor car headquarters of the world. It contains nearly one hundred and sixty places where automobiles are built. The output of many of these shops is small—three or four cars per year. With three or four exceptions there are no motor car factories as we understand them. Following the French tradition, motor designs are usually made in "studios" and generally carried out in tiny shops.

The proprietors of these shops are creators of ideas as well as artisans of the first rank. They are never satisfied. They build and tear down, to build again. They are individualists who are inspired with the same impulses that govern an artist in painting a picture; and like the painter, they never produce two results exactly alike.

Naturally, here was the proper place to design and build the car I had in mind. Here was headquarters for automobile ideas in which the French excel all others. Here I could take the threads of a dream and weave them into a fabric of fact—in the atmosphere of temperament. I knew that I could depend upon the aid of French experience, which I proposed to inject into the efforts of my own corps of specialists.

So we took off our coats in Paris, and started our task. My brother Frank and I visited nearly all of the little automobile shops before we started to design the heart of our car—the motor. We nosed around continuously for a matter of a month, looking over a great many cars and a great many motors. We watched the Frenchmen at work, saw them building from the ground; saw their cars in various stages of construction and in many cases returned to find the motor, steering gear, or the transmission dismantled and being changed.

The Frenchman doesn't build for power. He builds for economy of gasoline comsumption. Fuel is high in France. At that time, it was fifty cents a gallon. This was the first great lesson to us. If we were to make a motor for a car that the man of moderate means was to own and operate, we must get big mileage out of the fuel—and to meet American requirements, we must get the power, too.

Frank and I watched the French motor designers at work. We saw how carefully they worked out their problems of economy by the careful study of the relation of bore and stroke. Here was the principle that we had long been seeking. To get what we were after in a successful engine, we must couple this efficient French principle to the high power required on American roads. We must employ the aid of French engineers.

I knew the great Sizaire, the creator of the long-stroke, small bore motor. In the first car equipped with a motor of this type he had won the great road race between Paris and Boulogne. That car was a Sizaire-audin. Sizaire afterward gained world wide fame in his connection with the production of the Sizaire Berwick car, considered by many the finest in the world today. I made up my mind that we must have Sizaire as a consultant, and sought him out and engaged him after a protracted negotiation. Sizaire radiated an atmosphere of positive knowledge. He had much to give of his old world skill and he was generous to the little Briscoe organisation in France—and to you, my fellow citizen.

There was also a famous Franco-Swiss engineer whom I felt that Frank and I must have—S. Gerster, knwn throughout Europe as a great authority on motors and motor design. He was also added to our force, together with a skilled German engineer of world wide reputation as a finished and thorough scientist. I am sorry to leave his name out of this little story, but he has requested me to omit it as he now holds a very high position in the service of the German government. I feel that every credit should be extended to M. Gerster as the successful carrying out of my ideas was largely due to his knowledge, care and zeal. Gerster was commissioned to prepare the drawings for the new Briscoe engine. I carefully laid before him our requirements and told him to spare neither pains nor time in carrying out my instructions. I knew that my original plans would be changed and changed again—for I was a Frenchman for the time, following my desire to work with a free mind. I don't know how many sets of drawings were made before the final blueprints were ready. I don't know how many times our whole force of fourteen met for conference and discussion during the year consumed in designing the Half-Million Dollar Motor. There were so many of them that I never tried to keep track of them.

During the year, I paid a great many visits to the little motor car shops of Paris. I spent a great deal of time in these little nests of industry that dot the Seine as it curves around the great city. Most of them are in little suburbs just outside the city proper. Here and there I picked up a new idea that could be developed and applied to the work in hand.

In my wanderings, I met De Forret, who the Frenchman claim is the original inventor of the first engine operated by the combustion principle. I gained valuable information from him in my visits to his humble home. He is a wonderful man, truly a scientist—so absorbed in his studies and his world of creation that he has no regard for money nor the value of it. He has done so much for France, given so much of himself and of his toil, that the French government conferred upon him the ribbon of the Legion of Honor—which can only be awarded to men who achieve great things.

One of the most pathetic incidents I have ever known about, was the circumstance of the bestowal of this coveted prize—for when the representatives of the government reached De Forret's home to place the ribbon in his hands, they found his goods upon the sidewalk. The great inventor was being dispossessed because he could not pay his rent. Happily, the government has pensioned De Forret and the wonderful old man is free to pursue his studies without thought of his material requirements.

But to return to the Half-Million Dollar Motor. At last, after twelve months of the most careful thought and the most patient labors, the final blueprints were ready. We arranged with one of the very few large French factories to produce five of the new motors. This was the Darracq factory, where the famous French car is made.

You see, we wanted the French quality of workmanship—the manufacturing accuracy in these master models. By this time Frank and I had determined to build the factory in France, our idea being to make parts in the United States and ship them to Paris for assembling, as I have said before. Our reason for wanting to do this was two-sided. In the first place, we knew that we must have the advantage of American production efficiency, American system and American direction. The French workman is a mental free lance. He does not recognise organisation. He will not be supervised. He is a man of temperament and the creative instinct is strong in him. He works like the old-time watchmaker who not only cut the wheels and other parts of a movement, but made the case as well. A Frenchman at a big drop-hammer, duplicating parts by the hundred, day in and day out, is all but inconceivable.

It is not hard to understand the difficulties we would have encountered in filling orders with the French temperament as an element of factory operation. But we knew that it would not be a difficult matter to assemble the parts and install the motor under the direction of our American production expect who had been with us from the start. He it was who saw to it that every part of the Half-Million Dollar Motor was adapted to quantity production in the efficient American manner.

The other side of our reason for wanting to manufacture parts in America was the tremendous saving of money, for I never forgot for a moment that I was building a car that the man of moderate means could afford, no matter where the seat of production operations might be. Not only must my dream-car stand for real economy of first cost and maintenance, but it must be produced absolutely without waste. That this was accomplished finally, will be shown further on in this story.

When the five Half-Million Dollar Motors were finished, they were delivered to us in the little shop we had rented in Billancourt, just outside the fortifications of Paris, on the Seine. Here was atmosphere to the heart's content. The little shop was a part of a strange industrial setting—foundries and machine shops, automobile works and aeroplane factories surrounded it on every hand with historic chateaux, grim and threatening fortresses, and charming suburban restaurants which seemed to have just grown into the picture.

We used to take luncheon every day at the little inn at the Ponte de Jour. The host seemed puzzled at first when we used to pile into his place jabbering in two or three languages—all Greek to him—making weird pencil sketches on the table cloth; ordering dishes never known in that quarter. Certainly no one but a lunatic would spurn real food. No one who was properly balanced mentally would think of eating a dish of milk with [illegible] crumbling bits of bread into it. "Bah! C'est impossible." His eyes and shoulders said it. How many of these interesting incidents there were! But to return to my story.

At Billancourt we built the chassis

(Continued on Page 8)

Stearns

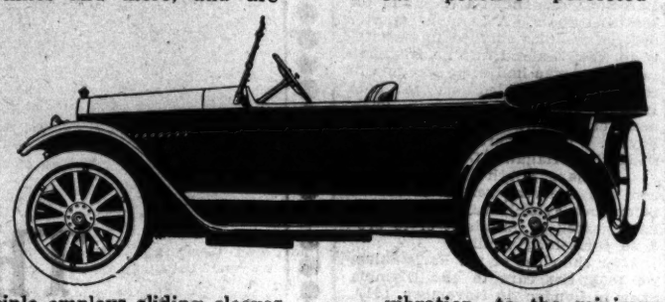
MOTOR CARS

Stearns Improves Upon The Knight

WE DO NOT know of a single Stearns-built Knight engine that has worn out. We have never heard of one that failed to grow more powerful and more flexible with use.

But we do know of Stearns cars that have been driven 100,000 miles and more, and are giving satisfactory service today.

We mention these facts because they are conclusive evidence of the perfection to which Stearns practice has brought the Knight principle.



The Knight principle employs sliding sleeves instead of the ordinary poppet valves.

It makes for greater smoothness and better performance; less vibration and longer life.

Stearns manufacturing improves upon the Knight principle.

It gives the Knight idea the added benefit o six years of intensive refinement in a plant noted for the thoroughness of its methods.

It gives the Knight the advantage of fine car practice perfected by 21 years of experience.

It accentuates the Knight's inherent smoothness and silence by the accuracy of its shop processes.

The Stearns counterbalanced crankshaft reduces vibration to the minimum degree, and still further promotes long life and smooth action.

The harmonious union of Stearns practice and Knight principle establishes the Stearns more firmly than ever among America's finest motor cars.

For demonstrations and full particulars, please apply to

THE SOLE AGENTS:

SHANGHAI HORSE BAZAAR AND MOTOR CO., LTD.

Garage Telephone: No. West 1213

MOTOR CAR INSURANCE

Reasonable Rates

Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from

C. E. SPARKE

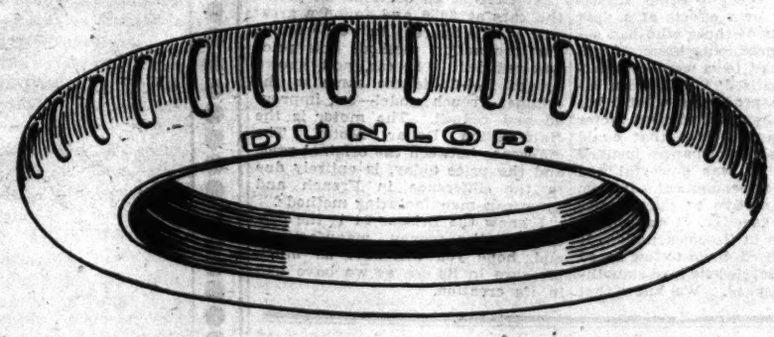
INSURANCE OFFICE

44, Kiangse Road. Tel. No. 54

AGENT

Excess Insurance Co., Ltd.,

Whose Assets Exceed £720,000.



Every Motorist Should Be A Tyre Expert

When cost per mile is the test every owner should be a tyre expert—able to distinguish the good from the bad. Dunlop Tyres are good right through. There's the fine quality of the rubber, the great strength of the casing, and the scientific construction—embodying 20 years' careful research and experiment—which enable each individual part of the tyre to give its maximum service.

DUNLOP

RUBBER COMPANY, LIMITED

[Founders throughout the World of the Pneumatic Tyre Industry

Phone 2248 20 Kiukiang Road, Shanghai Cables: "Pneumatic."

The Half-Million Dollar Motor

(Continued from Page 7)

and installed the motors in the French way—changing here and improving there, until we had cars complete and to our liking. Differing from the usual French custom, we make them all alike. They were all units of a series—the first to bear the name of Briscoe Freres.

Before we could use these cars on the streets of Paris, it was necessary to meet inspection by the French Government represented by an official of the department of mines. This is required before any new model may be used or sold. Why the department of mines should have jurisdiction over this matter, I have never been able to understand. I can't, for the life of me, see wherein motor cars are related to the functions of this particular governmental machinery—but so it is. I have often had a good quiet little laugh to myself as I have thought of the connection, and the polite formality of the very Frenchy French official whose offices were called into action.

Of course I had to comply with requirements, so I drove to the department of mines, where I was waited upon by the official in question. He received me with a most elaborate bow—which was continued all through the very formal and very polite proceeding. He appointed a time for the inspection and assured me that he would be glad, so glad to comply with my request for an inspection, and made me feel that the government had been signally favored—it would be such a pleasure. He instructed me as to what was required for the inspection, talking in French and with his whole body. After a few days I was notified of the time the inspection would take place. The inspector came at the appointed time. He was a most competent engineer, and his inspection was thorough. He got into the car and ran it himself, asking innumerable questions as to its mechanism. He made particular note of how the motor started, the speed of its pick-up, the ease and speed with which it stopped, the method of transmission, the steering gear and other technicalities.

Ho took many measurements, weighed the car, and made a detailed examination of it. Then we drove up and down and in circles backward and forward, slowly and then at top speed. At an unexpected moment, he dramatically raised his hand and shouted, "Arretz" ("Stop"). Then he jumped from the car and again brought his trusty tape line into action by measuring most carefully the stopping distance.

"Ah! Magnifique, M'sieu!" This with a profound bow.

Finally, the car was approved and its real test began. The five cars were put on the road to be tried out. They were driven all over France in all kinds of weather, on highway and byway under every conceivable condition. We covered a great deal of ground and tested them out thoroughly. Each of the five cars was driven thousands of miles before I could bring myself to accept my own efforts of a year and the efforts of those who had assisted me in producing them. It was after these road tests were completed that I realised I had been instrumental in producing what I believed to be the most efficient motor of its class and weight that could be built. Its performance justified the thought. It was powerful and flexible. It was economical. It gave us from twenty-five to thirty miles per gallon of gasoline. It was simple and accessible in its construction. It could be throttled down to low speed instantly. It carried its load smoothly at lowest speed. We knew that we were safe in using the great descriptive word—"Perfect."

To make this dream-car a reality had cost me and my associates a world of thought and labor. I knew that the investment would doubly repay me from the financial point of view. At that time, the compensation of accomplishment was the most gratifying reward I had ever known—and it still is.

By the time we had completed our tests, it was late in the summer of 1913. Preparations for the annual Paris Automobile Salon in October were taking shape. In France, this event is as important as the New York and Chicago shows in this country, and we determined to exhibit our car. We did not dream that it would meet with the success which followed. It was more than a success—it was an ovation. During the week of the Salon, tremendous crowds of visitors examined the car from nameplate to tail light. They inspected the motor, the transmission, the cooling system. They omitted nothing.

The most gratifying results of that tremendously busy year and a half was the sheaf of orders we received—some six thousand of them at forty-five hundred francs each, or nine hundred dollars in American money. The European dealers were the most interested of all. One from Barcelona demanded a thousand for southern Spain. A London exporter ordered samples shipped immediately to New Zealand and an Irishman in Belfast who had seen accounts in the papers, cabled us to hold Ireland until he arrived in Paris next day. There were plenty of buyers. They represented all nationalities—Italians, Germans, Swedes, Russians, South Americans. The car was the real sensation of the Salon and French manufacturers at once started to imitate it or to produce something similar.

After the close of the Paris Salon, we took the cars to the Olympia Show in London, in November, 1913, where our Paris success was repeated. In matter-of-fact England, we took orders for three thousand more cars. Unfortunately we never filled all the orders we took in Paris and London. The war put the brakes on our activities and we were able to deliver but eight hundred cars to Europe. These cars are still running and giving complete satisfaction.

It was my intention, as I said before, to manufacture the new car on a large scale in France, and during the test period I was at work on the organisation of our company to be known as "Briscoe Freres." As a matter of fact this organisation had been completed and a factory building secured at Courbevoie, another Paris suburb. But the war stopped that too, temporarily. When it is all over we will resume our plans and operate in Paris, in conjunction with our American plant.

After the London Show, we shipped our exhibition cars to New York where they were shown at the 1914 Show. Here our European success was repeated. Dealers and public alike gave us an ovation. We priced the cars at $950 and found a great sale at this figure. As we perfected our production methods this price was reduced. The car, now known as the B-4-24 is the same as the original French model—but improved and refined. The motor is the Half-Million Dollar Motor. The difference between the original price and the price today, is entirely due to the difference in French and American manufacturing methods.

I know the Briscoe 24 is the best car for the money manufactured and hope you will have as much pleasure in its use as we have had in its creation.

M. T.

STANDS FOR MECHANICAL TRANSPORT

AND

MICHELIN TYRES

which made possible the

MECHANICAL TRANSPORT OF TODAY

MICHELIN

made the first Motor Car Tyres—he persevered and succeeded when all thought it impossible that so heavy a vehicle as a Motor Car could be carried on Pneumatics.

MICHELIN PNEUMATIC MOTOR CAR TYRES made possible the lighter construction of cars—the light and powerful engines now used in all types of motor vehicles—which allowed of the development of the motor industry.

The First Tyres Ther,
The First Tyres Now!

MICHELINS

Imported monthly from France.

SOLE AGENTS:

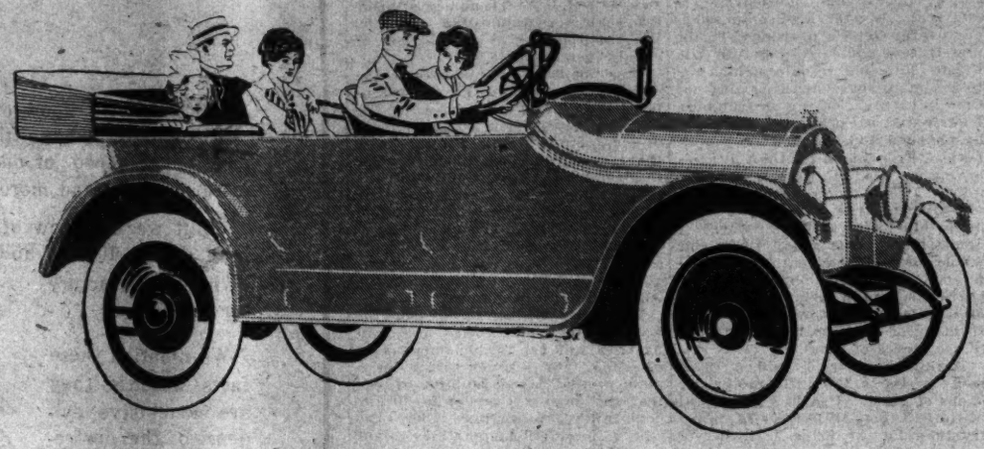
THE AUTO PALACE CO.

362 Avenue Joffre. Telephone West 465

Overland

TAELS 1350

MODEL 75 B



The Price of This Car Startled the World

Never in the history of the motor car business has there appeared a car equal in value to the Overland model 75B.

Its cost—both first cost and operating cost—was a revelation to the public.

It overshadows every other car in its price class for power and economy.

You can get from 20 to 25 miles on a gallon of petrol!

Moreover, you get the comforts and advantages that heretofore were confined to the higher-priced cars.

For this model 75B Overland is completely equipped—there is not a thing to buy extra.

You get the finest Auto-Lite electric starting and lighting system, Tillotson carburetor, magnetic speedometer, one-man hood, demountable rims, and practically every accessory found on the highest priced cars.

And with it all you get an attractive-looking car, for the Model 75B has the finest finish possible.

No wonder this Overland startled the world!

We want you to see this car—to ride in it. A demonstration will show you how simple and easy it is to drive, and how much enjoyment you can have at a very small expense.

SOLE AGENTS:

THE CENTRAL GARAGE CO.

2a Jinkee Road, Shanghai. Telephone No. 2661